and returned to England. On the expedition undertaken by Mr. Vernon againſt Carthagena, in 1741, he ſtill continued in the Hampton Court, and was ſtationed in the line as one of the ſeconds to commodore Leſtock. He is not otherwiſe particularly noticed. After the failure of that expedition, the Hampton Court being one of the ſhips under orders to return to Europe with Mr. Leſtock, he removed into the Tilbury, of ſixty guns, and ſailed in the month of July, with Mr. Vernon, when he made his fruitleſs attempt on the iſland of Cuba. Captain Dent probably remained, principally, if not entirely, on the ſame ſtation till nearly the concluſion of the war; but we find no mention whatever made of him till the end of the year 1747, when he was commodore of the ſmall ſquadron then on the Jamaica ſtation, and was fortunate enough to make prizes of ſeveral ſhips belonging to the French convoy, from the iſle of Aix, which was ſo ſucceſsfully attacked by rear admiral Hawke in the month of October. The Weaſle ſloop being diſpatched to the Weſt Indies with information of that event, commodore Dent put to ſea on a cruiſe off St. Domingo, and, as already related, ſucceſsfully. The arrival of rear-admiral Knowles not long afterwards, put a period to his command-in-chief; but he remained on the ſame ſtation, and in the beginning of the year 1748 was captain of the Plymouth, of ſixty guns, the ſhip he had before his temporary broad pendant on board of, one of the ſquadron under that admiral, which attacked and took poſſeſſion of port Louis, in the iſland of Hiſpaniola, and afterwards failed in the aſſault of St. Jago de Cuba. A charge of miſconduct, on the part of captain Dent, was urged by the rear-admiral, as the principal if not entire cauſe of his ill-ſucceſs, with what truth the world will be able to decide after reading the ſhort and well authenticated account, given by Campbell, of the foregoing tranſaction.

"Admiral Knowles having entirely deſtroyed the fort, reſumed his former deſign againſt St. Jago de Cuba, where he arrived on the 5th of April. The Plymouth and the Cornwall were ordered to enter the harbour, but finding a boom acroſs, and four veſſels filled with combuſtibles, after firing a few broadſides at the caſtle they judged it prudent to deſiſt, and the ſquadron returned to Jamaica.

Captain

Captain Dent, of the Plymouth, was afterwards, at the requeſt of the admiral, tried by a court-martial for not forcing the boom, and was honourably acquitted."

The name of captain Dent does not again occur in active ſervice, nor could it be expected, when we recollect that an interval of nearly ſeven years peace ſucceeded the event juſt related. In 1756 he was appointed extra-commiſſioner of the navy, and retained that ſtation till his death, which happened, as we believe, in the month of June 1762; but Mr. Hardy, by miſtake, places it one year earlier.

LEGGE, Honourable Edward,—was the fifth ſon of William, firſt earl of Dartmouth, and the lady Anne Finch, third daughter to Heneage, earl of Aylesford. He was born in the year 1710, and having made choice of a naval life, was, on the 31ſt of May 1726, entered as a volunteer on board the Royal Oak, of ſeventy guns, one of the ſhips ordered, at the concluſion of the year, for Gibraltar, which fortreſs was then threatened, by the Spaniards, with a ſiege. He was promoted to the rank of lieutenant, on board the Deptford, on the 5th of March, 1733-4. Having ſerved in the ſtations already mentioned, and acquired all the addition of character conſequent to an honourable and ſtrict diſcharge of his duty, he was, on the 26th of July 1738, appointed captain of the Lively frigate. At the end of the following year he was promoted to the Pearl, and quickly afterwards to the Severn, of fifty guns, being ordered out, in 1740, under Mr. Anſon, who commanded the expedition deſtined for the South Seas. Nothing very material happened, except what has been already related at length in the life of the commodore, till the ſquadron arrived off Terra D'El-Fuego, the ſouthern extremity of South America.

A moſt violent and continued tempeſt reduced the ſquadron, after it had proceeded thus far towards the place of its deſtination, to the greateſt extremity of diſtreſs; and after having, by the moſt laborious exertions, kept company for ſeveral weeks with the reſt of the ſhips, captain Legge was at laſt compelled, when off Cape Noir, together with the hon. captain Murray, in the Pearl, to put back to the Braſils. The ſituation of the Severn was particularly deſperate, the crew being ſo much reduced by ſickneſs,

neſs*, that we know not how ſufficiently to admire thoſe indefatigable labours, and efforts of the ſurvivors, as well officers, as ſeamen, which enabled them to reſiſt, for ſo long a time, the fury of raging, and contrary winds, agitating and raiſing a ſea tremendous enough to have ſtruck the ſtouteſt, and moſt hardy crew with terror and diſmay.

Captain Legge returned to Europe after his weakened and diſpirited people had, in ſome meaſure, recruited and recovered a ſufficient degree of ſtrength and vigour to enable them to navigate their ſhip with ſafety. At the end of the year 1744, he commanded the Strafford, of fifty guns, one of the ſhips ordered for the Weſt Indies under vice-admiral Davers. How he was employed in the intermediate time we have not been able diſtinctly to make out, but believe him, during a part of it, to have commanded the Medway, of ſixty guns, till that ſhip was ordered to the Eaſt Indies with commodore Barnet. This, however, is not very material, as the ſervices, whatever they might be in which he was employed, have not been con-

* Captain Legge gave the following account of his melancholy ſituation, and the diſtreſs his people had undergone, in a letter, dated Rio Janeiro, July the 4th, 1741.

"The ſquadron left St. Julian's the 27th of February, and on the 7th of March paſſed the Streights of La Maire with great ſucceſs and fair weather; but the next day met with freſh gales, which from that time increaſed to ſuch very hard gales from N.N.W. to W.N.W. with ſuch prodigious ſeas as exceeded any they had ever ſeen before, it tore their ſhrowds and ſails, and ſprung their yards and maſts. On the 10th of April they were in the latitude of 55 deg. 55 m. and longitude 91 deg. 54 m. That night they loſt ſight of the commodore and all the ſquadron, except the Pearl. On the 13th, in the morning, they ſaw the land at day break from the W.N.W. to the S.E. very high, and not above five leagues diſtant; upon ſight of which they endeavoured to wear, which they were more than an hour before they could perform, and then ſtood to weſtward as much as the winds would permit them: but the wind coming to N.W. and by W. and W.N.W, and blowing almoſt a continual ſtorm for forty days together, with exceeding great ſeas, they beat moſt of the time under reefed courſes. On the 1ſt of June they ſpoke with a Portugueſe veſſel bound to Bahia, who told them Cape Frio bore W.S.W. 30 leagues; and on the 30th of June, by the great mercy of God, they arrived ſafe in this port, where they were received with exceeding great friendſhip and humanity, after having loſt a great number of men by fatigue and ſickneſs, amongſt which laſt were the captain, lieutenant, and enſign of the invalids.

ſequential

ſequential enough to cauſe any detail commemorating them, even from thoſe who had been beſt acquainted with the circumſtances of his life. The ſame ſpecies of miſfortune which attended him when under the command of Mr. Anſon, appears, in ſome meaſure, though it muſt be confeſſed, in a leſs violent degree, to have purſued him when on his voyage to the Weſt Indies. He ſailed with Mr. Davets, from Portſmouth, on the 18th of November, and parted from him, and the ſquadron, in a violent gale of wind, during the following night. The weather continued ſo violent, and the wind ſo adverſe, that he was thirty-three days with the Enterprize, Merlin, and about twenty merchant-ſhips, on his paſſage to Madeira, where he found his admiral, who had got in only three days before him.

Matters now aſſumed a more pleaſant proſpect. No unfortunate occurrence appears to have retarded his farther voyage; and after his arrival in the Weſt Indies he met with no ſmall ſucceſs in his different cruiſes, having taken ſeveral prizes, two or more of which were of no inconſiderable value. He returned to England in ſome other ſhip whoſe name we know not, but moſt probably with a convoy, in the month of November or December; and in January 1746, was appointed captain of the Windſor, of ſixty guns, a new ſhip juſt off the ſtocks. He continued in Europe during the whole of the enſuing year; but we find no other mention made of him, except that he was one of the members of the court-martial convened for the trial of the admirals Leſtock and Mathews. In 1747, having again removed into ſome other ſhip, he was ſent out to the Leeward Iſlands commodore of a ſmall ſquadron; but did not long ſurvive this appointment, or at leaſt his arrival on his ſtation, dying at Barbadoes on the 19th of September 1747, having, though abſent, been juſt before elected repreſentative in parliament for the town of Portſmouth.

MASTERS, Harcourt,—was the ſon of ſir Harcourt Maſters, knight, who ſerved the office of ſheriff of London in the year 1718, and was afterwards choſen alderman of Coleman-ſtreet ward. This gentleman was, on the 3d of January 1738, appointed captain of the Kinſale frigate, in which he remained only till the month of June following.

following. In 1741 he was captain of the Fox frigate *. This is the only mention we find made of him, and believe him to have retired ſoon after the time juſt mentioned from the ſervice: he nevertheleſs continued on the liſt of captains till the time of his death, an event which did not happen till the 4th of September 1762.

OLIPHANT, John, — was, on the 28th of July, appointed captain of the Falkland, of fifty guns, a ſhip in which we find him to have continued till after the year 1741: how much longer, we know not, as we have been unable to collect any other information concerning him, except that he died in England on March 29, 1743.

POCOCK, Sir George, — was the ſon of the reverend Thomas Pocock, A.M. chaplain to Greenwich-hoſpital, and fellow of the royal ſociety, by ———, his wife, daughter of James Maſter, eſq. and Joice his wife, only daughter of ſir Chriſtopher Turner, knight, one of the barons of the exchequer, temp. Charles the Second. He was born on the 6th of March 1706; and having betaken himſelf to a naval life when only twelve years of age, ſerved under ſir George Byng, who was his uncle, during his very memorable expedition to the Mediterranean in 1718. He afterwards paſſed through the different ſubordinate ranks of his profeſſion † with a character well deſerved for diſtinguiſhed aſſiduity. On the 1ſt of Auguſt 1738, he was appointed captain of the Aldborough frigate, in which veſſel he was, we believe, immediately afterwards ordered to the Mediterranean, where he continued, till the year 1741, ſerving under Mr. Haddock: in the month of Auguſt 1742, he was appointed to the Woolwich, and we ſuppoſe him to have continued in that ſhip till the year 1744; he was then captain of the Sutherland, of 50 guns, and early in the enſuing ſpring was ordered to the Eaſt Indies. He ſailed from Plymouth in the month of April, accompanied by Lord Thomas Bertie, a ſhip of the ſame force ‡ with his own, having under their protection four of the company's ſhips.

* Some accounts make him to have been appointed to the firſt inſtance to this ſhip.

† In the month of Auguſt 1739, he was appointed firſt Lieutenant of the Namur.

‡ The Goſport, of forty-four guns, with a number of ſhips bound to the coaſt of Guinea, ſailed at the ſame time, and continued with them till after they quitted the iſland of Madeira.

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We have no account of him during the time he was abſent on the ſtation juſt mentioned; indeed the general events of war in that quarter of the world were ſo extremely unintereſting, that it would have been ſingular if we had. After his return, he was ordered to the Weſt Indies, where, on the death of commodore Legge, he became commanding officer, and diſtinguiſhed himſelf exceedingly at the latter end of the year 1748, by his activity and judicious conduct in ſtationing his ſquadron, for the purpoſe of intercepting the French convoy from Europe*, which had been ſo ſucceſsfully attacked, immediately on its quitting France, by rear-admiral Hawke. Nearly forty of the enemy's ſhips fell into the hands of himſelf and his different cruiſers, excluſive of thoſe captured, in conſequence of their complete diſperſion, by different privateers. The war ending ſoon after this ſtroke, Mr. Pocock was not called again into ſervice till the end of the year 1754, when he was ordered to the Eaſt Indies, with rear-admiral Watſon, being then captain of the Cumberland. The firſt enterprize undertaken after their arrival was the reduction of Geriah; but in this Mr. Pocock does not appear to have been concerned. On the 4th of February 1755†, he was advanced to be rear-admiral of the white; and on the 4th of June in the enſuing year, was promoted to be rear of the red. The firſt enterprize in which he appears to have been perſonally concerned, was the reduction of Chandernagore, the particulars of which will be found in the life of Mr. Watſon, who was the firſt in command. On the death of vice-admiral Watſon, an event which took place Aug. 16, 1757, not long after the foregoing ſucceſs, the chief command devolved on Mr. Pocock. He exerted himſelf with his uſual ability to counteract the attempts of the enemy, who

* See page 268.

† Some have aſſerted he was advanced to be a flag officer before the ſquadron ſailed from England. This perhaps may be true, as it did not reach Bombay till the month of November, which allows more than ſufficient time for it to have remained at home till after his promotion: at any rate he hoiſted his flag on board his old ſhip the Cumberland, of ſixty-ſix guns.

were

were in ſuperior force to him. Nothing material, however, took place during the remainder of the current year.

On the 31ſt of January 1758, he was farther advanced to be vice-admiral of the red, and the change of the monſoons having rendered the appearance of the French ſquadron in the Indian ſeas highly probable, he prepared in the beſt manner his circumſtances would admit of, againſt ſuch an event. He was joined in Madras road by commodore Stevens, with a reinforcement from England on the 24th of March, and the ſhips which then arrived, as well as thoſe before under his command being re-equipped, he put to ſea on the 17th of April, with the following force, having previouſly removed his flag into the Yarmouth.

| Ships. | Guns. | Men. | Commanders. |
|---|---|---|---|
| The Yarmouth | 64 | 540 | vice-admiral Pocock<br>captain Harriſon |
| Elizabeth | 64 | 495 | commodore Stevens<br>captain Kempenfelt |
| Cumberland | 66 | 520 | - captain Brereton |
| Weymouth | 60 | 420 | - Nich. Vincent |
| Tyger | 60 | 400 | - Thos. Latham |
| Newcaſtle | 50 | 350 | - George Legge |
| Saliſbury | 50 | 300 | - John Somerſet |

With the Queenborough frigate and Protector ſtoreſhip.

As it was the admiral's intention to get to windward of fort St. David's in hopes of intercepting the French ſquadron, which from the moſt recent intelligence, he had every reaſon to expect daily, would arrive on the coaſt, he ſteered for Negapatam, which port he made on the 28th, and running along ſhore on the following morning for fort St. David's, diſcovered about half paſt nine o'clock, 7 ſhips getting under ſail from the road, and two which were cruiſing in the offing. This was the ſquadron he was in ſearch of, commanded by the count d'Aché, and in conſequence of his not anſwering Mr. Pocock's private ſignals a general chace immediately commenced. The enemy having collected their force, about twelve o'clock formed the line of battle ahead on the ſtarboard tack, ſtanding to

the eaſtward under their topſails, with the wind nearly ſouth; Mr. Pocock immediately made the ſignal for his ſhips to form, and ſtood towards his antagoniſts. As ſoon as this manœuvre was executed, and his ſhips had got tolerably well into their ſeveral ſtations, about three o'clock the van of his ſquadron * being then nearly within random ſhot of the enemy, he bore down on the Zodiaque of 74 guns, on board which ſhip M. d'Achè himſelf, hoiſted a cornette or diſtinguiſhing pendant, at the mizen topmaſt head.

Some of the ſhips compoſing the rear of the Britiſh ſquadron, appeared at this time remarkably dilatory in getting up, the Cumberland, Newcaſtle, and Weymouth, were four or five miles aſtern †, but the admiral, together with the ſhips ahead reſolutely perſevered, notwithſtanding this diſcouraging circumſtance, in attempting to cloſe with their adverſaries, and although Mr. Pocock was in particular, obliged to receive the fire of the different French ſhips aſtern of their commander in chief, as well as of the count d'Achè himſelf, he did not return the hoſtile ſalute, or make the ſignal for engaging till he had got within half muſket ſhot. In a few minutes after the engagement commenced, he made the ſignal for cloſe action, this was immediately, and moſt ſpiritedly obeyed by all the ſhips in the van, but thoſe in the rear already pointed out, ſtill kept aloof. About half paſt four, the admiral finding the rear of the French line had drawn almoſt cloſe up with the Zodiaque, repeated the ſignal

* In the admiral's journal it is ſpecified, that a ſhort time before this, he called the Queenborough frigate within hail, and ordered that all her marines ſhould be ſent on board the Cumberland, and ſo of her ſeamen on board the Tyger, thoſe being the two ſhips in his line worſt manned. So that every poſſible precaution which prudence of activity could ſuggeſt, were taken by him, to put his whole force in the beſt condition for annoying or oppoſing the enemy.

† It is alſo ſtated in the ſame journal, that at ſeven minutes paſt three, obſerving ſome ſhips too wide of the enemy, the ſignal was made for a cloſe engagement, which was complied with by the ſhips ahead of the Cumberland. He ſaw with concern, that the Newcaſtle and Weymouth did not come properly into action with the ſhips oppoſite to them the whole time, which gave the French ſhips aſtern of their commander-in-chief, an opportunity of lying on the Admiral's quarter, who ſometimes had three ſhips on him at once, and never leſs than two.

for

for the Cumberland, Newcaſtle, and Weymouth, to make ſail and cloſe the enemy, who now appeared threatning to ſurround him, the Engliſh captains appeared in ſome degree, willing to atone for their former delay, but before they were able to execute the orders laſt given, the French chef d'Eſcadre unwilling to continue a conteſt the event of which he feared, in caſe the ſhips which were coming up, did their duty, broke the line and put before the wind, running to leward of thoſe ſhips of his own ſquadron which were ahead of him. His ſecond aſtern, who had rendered him eſſential ſervice during the action, by lying the whole time on the Yarmouth's quarter, immediately ſhot up along ſide of Mr. Pocock, but after diſcharging his broadſide, followed the example of his principal in command, and bore away alſo, the two remaining ſhips in the rear acted preciſely in the ſame manner, and the van itſelf of the enemy's ſquadron, bearing away in a few minutes afterwards, the admiral hauled down the ſignal for the line, and hoiſted that for a general chace.

The Engliſh ſhips * which had been engaged, were by this time extremely diſabled in their maſts and rigging, the Yarmouth in particular, could not with every poſſible exertion keep up with her companions. The admiral, therefore immediately ſent one of his officers to the Cumberland, and the reſt of the ſhips aſtern, which were in perfect good order, not having been at all in action, ordering them to purſue with all poſſible expedition, and engage any of the enemy's ſhips they could get up with. The French ſquadron was between the hours of five and ſix, reinforced by the Compte de Provence of 74 guns, and the Diligent frigate of 24, which had not been hitherto in action, having juſt returned from Pondicherry, whether they had convoyed the well known count Lally. This circumſtance, the injury ſuſtained by the greater part of the ſquadron, and above all, the approach of evening, induced the admiral to leave off chaſe, and haul cloſe upon a wind, in the hope of weathering the enemy during the night, and by that means compelling them to renew the engagement in the morning. The Queenborough frigate was accordingly ordered ahead to attend them, and make

* The Elizabeth, Tyger, Saliſbury, and Yarmouth.

the neceſſary ſignals to the ſquadron, but the enemy neither ſhewing any lights, nor making any ſignals themſelves, far as could be obſerved, during the night, effected their eſcape for that time, and in the morning were totally out of ſight.

Mr. Pocock imagined the enemy had on their part ſucceeded in weathering the Britiſh ſquadron, in conſequence of their being leſs diſabled, and in a condition to carry a greater preſs of ſail, but continued nevertheleſs, to purſue them in the courſe he deemed moſt likely to overtake them. Finding, however, all his endeavours ineffectual, he came to an anchor about three leagues to the northward of Sadras on the morning of the 1ſt of May, and immediately ſent an officer on ſhore to the chief of that ſettlement for intelligence. He had the ſatisfaction of learning on his return, that the Bien Aime of ſeventy-four guns, one of the fineſt ſhips belonging to the enemy, had received ſo much damage in the preceding encounter, that the crew were obliged for the preſervation of their own lives, to run her on ſhore a little to the ſouthward of Alemparve, where the remainder of their ſquadron were ſaid to be then at anchor. They were reported to have had nearly 600 men killed, and a greater number wounded, while the loſs on board Mr. Pocock's ſquadron amounted only to about thirty killed, and ninety wounded.

The French retreated to Pondicherry, and the Engliſh ſhips put into Madras to refit, the re-equipment of the different ſhips was attended to with the greateſt alacrity, ſo that by the 10th of May, the moſt material damages being repaired, and the crews reinforced by an hundred and twenty recovered men from the hoſpital, together with eighty laſcars furniſhed by the governor of Madras, the ſquadron was enabled to put to ſea. Mr. Pocock reſolved to attempt working up to fort St. Davids, which was known to be at that time beſieged, and much preſſed by the French, but was not able to effect this purpoſe, being prevented by various accidents, and impediments, encreaſed as well by ſtrong weſterly winds, as by a current running to the northward, theſe obliged him to come to an anchor off Alemparve on the 26th of July, but weighing again, on the 30th he was off Pondicherry, and on the enſuing morning, the French ſquadron which had

had lain there ever ſince the 5th of that month, ſtood out of the road and made their eſcape, notwithſtanding every effort of the admiral to cloſe with, and bring them to action.

On the 6th of June, Mr. Pocock received the diſagreeable intelligence of the ſurrender of fort St. David, in conſequence of which he deemed it prudent to return to Madras, in order to water and procure other neceſſaries of which the ſquadron ſtood in need. On their arrival at this place, the vice-admiral cauſed the conduct of thoſe captains whoſe behaviour he deemed reprehenſible, to be enquired into by a court martial, which ſentenced captain Nicholas Vincent, to be diſmiſſed from the command of the Weymouth, captain George Legge to be caſhiered, and captain William Brereton to loſe a years rank as poſt captain. This diſagreeable, though indiſpenſible duty being completed, the admiral once more quitted Madras in ſearch of the enemy on the twenty-fifth of July; on the twenty-ſixth being off Alemparve he came to an anchor there, and ordered in all the boats of the ſquadron, to attempt either the capture or deſtruction of a ſnow and ſeven chilingoes, the ſnow was laden with firewood for the uſe of the garriſon of Pondicherry, and the chelengoes had been ſent from thence with ordnance ſtores and cannon, but had landed their cargoes before the arrival of the Engliſh ſquadron. This little enterpriſe was, however, very ſucceſsful in all other reſpects, the chelingoes being ſet on fire, and the ſnow brought off.

On the 27th in the evening, the admiral had worked up within three leagues of Pondicherry, where the enemy's ſquadron, conſiſting of eight ſhips of the line and a frigate was diſcovered at anchor. The count d'Aché did not appear to have the ſmalleſt inclination of coming to an action that evening, and about ten the next morning, he got under ſail ſtanding to the ſouthward in hopes of being able to avoid the Britiſh ſquadron from the advantage he poſſeſſed in having the land breeze. Mr. Pocock well aware that the only means of bringing ſo ſhy and cautious an enemy to action, was by poſſeſſing himſelf of the weather gage, immediately made the ſignal for a general chace, but the enemy's ſhips having a manifeſt ſuperiority, as better ſailers, he was not able to cloſe

with them, although he chaced as far as Porto Novo, where he loſt ſight of them. On the 30th, he diſcovered and drove on ſhore, about two leagues to the northward of the port juſt mentioned, a ſhip bound to Pondicherry laden with ſtores, ammunition, and cannon, the veſſel was afterwards ſet on fire by the boats of the ſquadron, and proved a very ſerious loſs to the enemy, who were much in want of the articles ſhe was freighted with, and were totally deſtitute of ſpecie to purchaſe a ſecond ſupply from the Dutch, who had before ſerved them with the articles above ſtated, as in a matter of trade.

Mr. Pocock keeping cloſe along the coaſt, had once more ſight of the enemy on the firſt of Auguſt. He was then off Tranquebar, and by carrying a preſs of ſail, at one o'clock on the next day had conſiderably neared them. It appeared to all next to an impoſſibility that the enemy could any longer avoid an action. The French chef d'eſcadre himſelf appeared to have taken a reſolution of bringing on a ſerious conteſt; but this was merely a feint in order to trifle away the time, and enable him to get off. He formed his line of battle at a conſiderable diſtance, by occaſionally edging down, and afterwards hawling upon a wind, with an apparent intention of keeping his line in regular order, in ſhort, by practiſing every manœuvre that could impreſs the Britiſh admiral with an opinion that he ſeriouſly meant to come to action: he delayed the time till half an hour paſt ſix in the evening, when crouding all the ſail he could carry, and hauling cloſe to the wind, ſtanding to the ſouth eaſt, he completely baffled every attempt and hope on the part of the Britiſh to bring on an engagement: all the ſhips under his command being totally out of ſight of their purſuers, and on the next morning were not viſible even from the maſt head.

Mr. Pocock though diſappointed, did not yet abandon his point, the event in a great meaſure proved the prudence and propriety of his perſeverance; for on the following day he again diſcovered their ſquadron, and immediately prepared for action. On the third of Aug. at five in the morning he was ſtill in ſight of the enemy, who were about a league to windward of Negapatam. The action itſelf which then took place, as well as the events immediately preceding

preceding it, will probably be beſt explained by the following extract from an authentic journal kept on board the admirals ſhip.

'Auguſt the 2d 1758, moderate breezes and fair weather, the wind from S. to S. W. at one the enemy was edging down upon us in a line of battle abreaſt, the commanding ſhip under her three top-ſails on the cap, appeared to be cloſe reefed, and ſteering for our center. At half paſt one the Cumberland being pretty well up, we made the ſignal for the line of battle ahead, at two it fell little wind, and came round to the ſouthward. About three our line was well formed, and we ſtood to the eaſtward under our top-ſails, the fore top-ſail full, the main top-ſail ſquare, the mizen top-ſail ſometimes full and ſometimes aback, as the different ſhips ſtations in the line required. At three we made the ſignal to ſpeak with the fire-ſhip, and ſoon after with the Queenborough; all this time the enemy continued bearing down on us with the ſame ſail, and our ſquadron continued in a very regular cloſe line. At five the enemy's van was on our beam, at about two miles diſtance, and about an hour after, they made ſome ſignals, hauling their wind almoſt immediately; the van ſhip hoiſted her top-ſails, and ſet her courſes; the commanding ſhip hoiſted her top-ſails, hauled her fore tack on board, and ſtood cloſe upon a wind to the S. E. in about ten minutes. When that ſhip had got before our beam, we made the ſignal for our van to fill, and ſtand on, which we did with the whole ſquadron under our top-ſails and fore-ſail, making the proper ſignals for keeping the line during the night. The enemy from dark, to 11 o'clock, made ſeveral ſignals by guns, and judging by the ſound, they were firing on our quarter, concluded they had tacked, upon which, a little before twelve, we made the ſignal to wear, and wore with the whole ſquadron, making ſail to the weſtward.

'Aug. 3, 1758, moderate and fair weather. At four A. M. the Saliſbury made the ſignal for ſeeing four ſail to the north weſt. At five A. M. we ſaw the French ſquadron about three miles to the weſtward of us, in a line of battle ahead, ſtanding to the ſouthward, we then made the ſignal for the line of battle ahead, which was very ſoon formed. At ſix Negapatam bore W. S. W.

half W. diſtance about three leagues. At eight minutes paſt ſeven we made the ſignal for the Tyger and Cumberland to make more ſail. At twenty minutes paſt ſeven we ſtood to the S. E. in a well formed line, the enemy's van at the ſame time bearing W. half N. diſtant about four miles. At half paſt eight the enemy's van began to edge down upon us. At 40 minutes paſt eight made the ſignal for the Tyger and Elizabeth to change places in the line: and at forty five minutes paſt nine the Tyger made the Saliſbury's ſignal to cloſe the line. At ten the enemy bore away, as if they intended to run under the ſtern of the rear of our line. At ten minutes after, we made the ſignal for the leading ſhips to ſteer two points away from the former courſe. We edged away and ſteered ſouth. At twenty five minutes paſt ten made the Weymouth's, and the Weymouth made the Newcaſtle's ſignal to cloſe the line. From this time till twenty minutes paſt eleven, we were employed in towing particular ſhips into their ſtations; for there was little or no wind, and the ſquadron in ſome diſorder. At twenty minutes paſt eleven the ſea breeze ſet in from the S. E. which brought the enemy on our larboard and lee-quarter. At half paſt eleven the enemy's van was on our lee-beam, diſtant about one mile and a half. At noon our ſquadron was in a very good line, and preparing to bear down on the enemy. The Elizabeth and Queenborough repeated all the ſignals we made during the action.

'Auguſt the 4th, 1758, moderate and fair weather. At 20 minutes paſt twelve P. M. we made the leading ſhips ſignal to ſteer ſix points from the former courſe, our ſquadron being then in a well formed cloſe line. At 55 minutes paſt twelve made the rear ſhips ſignal to cloſe the line. At one, took in our top gallant ſails. At this time the enemy ſeemed to be drawn up in an half moon, their van and rear being to windward of their center. At twenty minutes after one obſerving the French admiral made the ſignal to engage, and their van ſhips beginning to fire upon the Elizabeth, we immediately made the ſignal for engaging alſo, which was repeated by the Elizabeth and Queenborough, and obeyed by the whole ſquadron. In ten minutes after, the French admiral ſet his fore-ſail, and kept more away.

The

The reſt of the ſquadron did the ſame, and their line was ſoon broke. The remainder of the action was a running fight. At thirty-five minutes paſt one the ſignal for the line was ſhot away, and another inſtantly hoiſted. Two minutes after that, our main top-ſail yard was ſhot down on the cap, and the main top maſt much damaged at the ſame time. At forty minutes paſt one the ſignal for battle was ſhot away again, and another hoiſted directly. At two the enemy's leading ſhip in the van put before the wind, having cut away her mizen maſt, on account of the ſail being on fire. The French admiral put before the wind eight minutes after, and was followed by all the ſhips of the enemy, from the van to the center. At 25 minutes paſt two the enemy's rear put before the wind, at the ſame time we made the ſignal for a cloſe engagement, that our ſhips might bear down as faſt as poſſible after them. At fifty five minutes paſt two the enemy wore, and hauled up a little to the ſouthward as we did at the ſame time. At three made the general ſignal to chaſe, at the ſame time hauled down that for the line of battle and cloſe engagement, making all the ſail we could after them. The enemy being at too great a diſtance for us to fire at them, they crouded with ſtudding ſails and every thing elſe from us; their boats were all cut adrift, they ſtanding about N. N. W. We were employed in knotting and ſplicing the old, and reeving new rigging, to enable us to make more ſail; the leſs diſabled ſhips about three miles ahead, and the enemy's rear about five. At ſix obſerving the enemy increaſed their diſtance; we made the ſignal to leave off chaſe, hauling down that for battle at the ſame time. After joining our ſhips to leeward, we hauled cloſe to the wind, with the larboard tacks on board; at eight we made the ſignal, and anchored in nine fathom water. Carical W. half N. diſtant about three or four miles.'

In this action the French had upwards of five hundred and fifty men killed and wounded, among the latter of whom were Mr. D'Aché and his captain, while on the part of the Engliſh there were only thirty-one killed, and one hundred and ſixteen wounded; among whom were Commodore Stevens by a muſquet-ball in his ſhoulder,

and captain Martin by a ſplinter in his leg. Two days after the action, the Ruby, a French veſſel of 120 tons burthen, laden with ſhot and medicines, bound from the Mauritius to Pondicherry, was taken by the Queenboro' frigate. The conduct of Mr. Pocock on the foregoing occaſions appears more deſerving that public tribute of applauſe, which a grateful country is bound to beſtow, inaſmuch as Mr. D'Achè was univerſally allowed, thro' the whole French nation, to be the braveſt and moſt intelligent officer in their ſervice. As to the enemy, they fled into Pondicherry road, where they continued repairing their damages, as well as circumſtances would permit them, till the 3d of Sept. and then returned diſcomfited to the Mauritius to refit, and wait for the reinforcements which they expected from Old France. Mr. Pocock on his part having put his ſquadron in the beſt condition for ſervice he could, ſailed for Bombay alſo to refit, and continued during the monſoons, according to the general cuſtom on that ſtation, it being extremely dangerous to remain on the coaſt of Coromandel during the period alluded to.

The natural ſeaſon of danger being over, and the ſquadron refitted, Mr. Pocock quitted Bombay on the 17th of April 1759, intending once more to ſeek and expel, if poſſible, the enemies of his country from the coaſt of Coromandel. Behaving as it is elſewhere very deſervedly remarked of him, with a diligence and dexterity that appeared in every undertaking where he had the chief direction, he got round the iſland of Ceylon before the French had even taken their departure from the iſlands, whither they had retired. He took up his ſtation where he ſuppoſed himſelf to have the beſt opportunity of intercepting the enemy and protecting the trade of Britain; and, as it was deemed next to an impoſſibility for the French ſquadron to paſs him undiſcovered while he continued in that latitude, ſo did his patience enable him to continue there till the abſolute neceſſity compelled him to quit it, and proceed for Trincomale, on the 1ſt of September.

He had previouſly taken the prudent precaution of diſpatching the Revenge, one of the Eaſt India company's frigates, to cruiſe off the iſland of Ceylon in the enemy's track, in order that he might have the earlieſt notice of their approach. Mr. Smollet aſſerts, and, as it appears, very

very erroneouſly, that Mr. Pocock and the ſquadron quitted Madraſs road on the 1ſt of September, for the purpoſe of cruiſing in ſearch of the French ſquadron. The immediate object at that time in view, ſeems, as we have juſt ſtated, to have been a very different one; but this circumſtance, whether authentic or otherwiſe, is immaterial to the future detail. At ten in the morning on the 2d of September the French fleet was diſcovered from the maſthead of the Britiſh ſquadron: one of their frigates being at that time in purſuit of the Revenge, Mr. Pocock immediately made a ſignal for a general chace, and ſtood towards the enemy with all the ſail he could carry. In force he was ſo much inferior that nothing but the moſt exemplary gallantry, aided by conſummate ability in every individual under his command, could have preſerved them even from defeat, had the enemy diſplayed anything like either bravery or good conduct. The Britiſh force conſiſted of no more than nine ſhips, two of them mounting only fifty guns; while the French line amounted to eleven, nearly all of them larger and more powerful ſhips. The frigate which had chaced the Revenge, immediately on diſcovering the Britiſh ſquadron, tacked and rejoined her own companions, who, inſtead of eagerly ſeizing the fair opportunity which, in conſequence of their ſuperior force, preſented itſelf to them of wiping off their former diſgrace, endeavoured to avoid an action by edging away and delaying time, according to their former practice, till night ſhould favour their eſcape.

The wind flattening nearly to a calm, Mr. Pocock was unable during the day, to get up, and cloſe with them; but on the approach of night the Revenge was ordered to make ſail to the ſouthward, and, if poſſible, not to loſe ſight of the enemy. The policy of this meaſure ſoon became apparent, for about eleven at night the frigate making ſignals of having diſcovered the enemy's fleet, the whole ſquadron bore down under a preſs of ſail, and got very near. A ſquall of wind unluckily coming on, and continuing from one o'clock in the morning till three, once more fruſtrated the hopes of forcing the enemy to action, by obliging the Britiſh ſquadron to bring to under cloſe-reefed top-ſails. The enemy, notwithſtanding this untoward accident, were not able to effect their eſcape, being diſcovered

covered at break of day, bearing N.E. by N. at a diſtance of five or ſix leagues. Mr. Pocock immediately gave chace, and with ſome ſucceſs, continuing till nine o'clock to gain faſt upon the enemy, who then finding it dangerous to truſt merely to the ſuperior ſailing of their ſhips, formed their line on the ſtarboard tack, ſtanding to the north eaſt with the wind at north weſt. The Britiſh ſquadron immediately began to form in a line of battle abreaſt, and ſtood for the center of the enemy's fleet. The wind failing as the day advanced, and ſome of the ſhips, particularly the Newcaſtle and Tyger, being very heavy ſailers, it was near ſun-ſet before all the ſhips could get properly into their ſtations.

Joy at the idea of an approaching action, which it was hoped would terminate their fatigue and trouble, was now apparent in the face of every one; but the French chef d'eſcadre had far different intentions; he dreaded the danger of a direct chace, knowing that, if overtaken in conſequence of the purſuers being partially aided by a ſudden favourable ſpurt or breeze of wind, a circumſtance by no means uncommon in that part of the world, that the whole or greater part of his formidable ſquadron might fall more eaſily under the inevitable confuſion, and diſadvantage of flight than they would even in action itſelf. He endeavoured therefore, by forming his line, and once more holding out an apparent reſolution of engaging, to cauſe the purſuers, by adopting the ſame meaſure from prudence, to loſe that time which they would otherwiſe have employed in chacing; ſo that he might ſtill avoid an action till a favourable change of wind, or the approach of night might once more deliver him from foes he dreaded.

About a quarter before five the Britiſh ſquadron being nearly abreaſt of the enemy, they wore round, and brought to on the oppoſite tack; Mr. Pocock in conſequence, made the ſignal for his ſquadron to tack, the rear firſt, and of courſe ſtood away in a parallel line with the enemy's ſquadron, at the diſtance of about four miles from it. There was at this time very little wind, ſcarcely ſufficient to afford what is called ſteerage way. The calm continued till near ten o'clock at night, when a freſh breeze ſprung up from the north-weſt. Mr. Pocock immediately ordered his ſhips to haul cloſe upon a wind under

under their top-fails, and to form the line of battle ahead. The ſudden ſhift of wind carried the Britiſh ſquadron ahead of the enemy, and brought the latter on the weather quarter. They ſoon dropped aſtern, and the weather proving hazy, diſappeared, notwithſtanding the Revenge uſed every poſſible effort to keep them in ſight. Running ahead the next morning on the look-out, about eight o'clock four ſail were diſcovered in the north-eaſt. A chace was, as uſual, commenced with the utmoſt eagerneſs, though ineffectually, for ſix hours. It was with truth concluded, that the chace, two of whom only were then in ſight, did not belong to Mr. D'Achè, and Mr. Pocock in conſequence called in his frigate and ſtood to the northward, rightly conjecturing that the French ſquadron was bound to Pondicherry. He crouded all the ſail he could carry to reach that port, and was fortunate enough to arrive eight hours before Mr. D'Achè.

We have been thus particular in relating the different tranſactions which took place from the firſt diſcovery of the enemy to the day when the action itſelf commenced, not only becauſe we believe hiſtorians in general have not thought proper to recount them, but becauſe courage, patience, perſeverance, and profeſſional ability was, perhaps, never more ſtrongly diſplayed than in Mr. Pocock's conduct on the above occaſion. The account of the action itſelf we ſhall now give in his own words.

"I arrived off Pondicherry on the 8th, early in the morning, and ſaw no ſhip in the road; but at one o'clock in the afternoon we diſcovered the enemy to the ſouth-eaſt, and by three counted thirteen ſail. We were then ſtanding to the ſouthward with the ſea breeze, and, to prevent their paſſing us, kept a good look-out the following night. At two in the afternoon of the 9th, the wind ſpringing up I made the ſignal for a general chace, and at four their ſquadron appeared to be formed in a line of battle abreaſt, ſteering right down upon us. In the evening I ordered the Revenge to keep, during the night, between our ſquadron and the enemy's to obſerve their motions. On the 10th, at ſix in the morning, the body of the French ſquadron bore ſouth-eaſt by ſouth, diſtant eight or nine miles, and was formed in a line of battle ahead, on the ſtarboard tack. We continued bearing down on them in a line of battle

battle abreaſt, with the wind about north-weſt by weſt. At five minutes paſt ten the enemy wore, and formed the line ahead upon the larboard tack. At five minutes after eleven we did the ſame, and kept edging down upon them. At ten minutes paſt two in the afternoon the Yarmouth, being nearly abreaſt of the French admiral's ſecond in the rear, and within muſket-ſhot, M. D'Achè made the ſignal for battle. I immediately did the ſame; on which both ſquadrons began to cannonade each other with great fury, and continued hotly engaged until ten minutes after four; when the enemy's rear began to give way the Sunderland having got up ſome time before, and engaged their ſtern-moſt ſhip: their center very ſoon after did the ſame. Their van made ſail, ſtood on, and with their whole ſquadron bore away, and ſteered to the S. S. E. with all the ſail they could make. We were in no condition to purſue them, the Tyger having her mizen-maſt and main-top-maſt ſhot away, and appearing to be greatly diſabled.. The Newcaſtle was much damaged in her maſts, yards, and rigging; and the Cumberland and Saliſbury, in our rear, were not in a condition to make ſail. The Yarmouth had her fore-top-ſail yard ſhot away in the ſlings; and the Grafton and Elizabeth, though none of their maſts and yards fell, were greatly diſabled in them and their rigging; ſo that the Weymouth and Sunderland were the only ſhips that had not ſuffered, becauſe they could not get properly into action, occaſioned by M. D'Achè's beginning to engage before they could cloſe, ſo that by thoſe means they were thrown out of the engagement, ſeven of our ſhips only ſuſtaining the whole fire of the enemy's fleet till near the concluſion, and then no more than eight.

"The enemy continued their retreat to the ſouthward until dark, at which time I ordered the Revenge to keep between us and the enemy, to obſerve their motions, and brought to with the ſquadron on the larboard tack, in order that the diſabled ſhips might repair their damages. At day-light in the morning we ſaw the enemy to the S. S. E. lying-to on the larboard tack, as we were, about four leagues diſtant, the wind being about weſt. The enemy, upon ſeeing our ſquadron, immediately wore, and brought-to on the other tack, continuing ſo until the evening,

when their diſtance was ſo much increaſed we could ſcarcely diſcover them from the main-top. At this time, the wind coming to the eaſtward, I made the ſignal, wore, and ſtood under an eaſy ſail to the north-weſt, the Sunderland having the Newcaſtle in tow, the Weymouth the Tyger, and Elizabeth the Cumberland. On the 12th, at day-light, we ſaw the ſhips in Negapatam road, and, ſeeing nothing of the enemy, at ten o'clock in the forenoon I anchored with the ſquadron about three leagues to the ſouthward of that road, and in the evening diſpatched the Revenge to Madraſs, with letters to the governor and council. On the 25th, in the evening we weighed and ſtood into the road, and having anchored, continued repairing our damages and refitting the ſquadron until the 26th, by which time, having put the ſhips in as good condition for ſervice as the time permitted, I weighed at five o'clock that morning, ſtood to the northward, and at ſix was joined by the Revenge from Madraſs, who brought ſixty-three men belonging to the Bridgwater, and Triton, which had been exchanged at Pondicherry, and ten men impreſſed from the Calcutta Indiaman, which I ordered on board the Tyger and Newcaſtle, thoſe ſhips having ſuffered moſt in their men.

"On the 27th, at day-light in the morning, I was cloſe in with Pondicherry road, where the French ſquadron was lying at anchor in a line of battle. As attacking both the ſhips and fort at the ſame time did not ſuit our condition, I made the ſignal for the ſquadron to draw into a line of battle ahead, upon the ſtarboard tack, the wind being off ſhore, and about W.S.W. We lay with our main-top-ſails to the maſt, juſt keeping a proper ſteerage way for the line to continue well formed. Being in this ſituation the French admiral made the ſignal, at ſix o'clock, to heave a peake, in an hour after, to weigh; and by the time all their ſquadron (which conſiſted of eleven ſail of the line and two frigates) was under ſail, it was near ten o'clock, at which time we were to leeward of them, as before-mentioned, expecting they would bear down directly and engage. But, inſtead of taking that ſtep, M. D'Aché made the ſignal for his ſquadron to keep cloſe to the wind, and alſo to make ſail, ſtretching away to the ſouthward in a line of battle ahead; by which method

of

of acting they increaſed their diſtance from about a random ſhot at day-light, to near four leagues to windward at ſun-ſet. Had they cut, or ſlipped their cables on firſt diſcovering us, we muſt have come to an action by ſeven o'clock; and, after they had got under ſail, had they bore directly down might have been cloſe along-ſide by eleven. Finding, by their manner of working, a great diſinclination to come to a ſecond action, I deſired the opinion of the rear-admiral and captains, who all agreed, that, as the preſent condition of the ſquadron would not permit us to follow them to the ſouthward, it would be moſt adviſable to proceed to Madraſs; accordingly we anchored here the 28th in the evening.

"I have not been able to obtain a certain account of the enemy's loſs, but it is reported, by a deſerter, that they had 1500 men killed and wounded, and ſome of their ſhips very much ſhattered. They left Pondicherry road the 1ſt inſtant, in the evening, having on board M. Soupiere, brigadier Lally, col. Kennedy, who has almoſt loſt his ſight, and a lady, named madam de Veaux; from whence it may be concluded, that either their whole ſquadron, or a part, is gone to the iſlands. It is ſaid they brought no troops, but landed, before their departure, four hundred European ſeamen and volunteers, with two hundred coffrees. They brought very little money: but the diamonds which were taken in the Grantham, were left at Pondicherry.

"Our loſs is very conſiderable, though greatly inferior to the enemy's. We had one hundred and eighteen men ſlain in action, ſixty-ſix have died ſince of their wounds, one hundred and twenty-two remain dangerouſly, and two hundred and ſixty-three ſlightly wounded, ſo that our whole number, killed and wounded, amounts to five hundred and ſixty-nine men. Amongſt the ſlain are captain Michie, who commanded the Newcaſtle; captain Gore of the marines, and lieutenant Redſhaw, both of the Newcaſtle; lieutenant Elliot, of the Tyger; the maſter of the Yarmouth, and boatſwain of the Elizabeth: the gunner of the Tyger is ſince dead of his wounds. Captain Somerſet, who commanded the Cumberland, is wounded in one of his ancles, but is in a fair way of recovery. Captain Brereton received a contuſion on his head,

head, which is now well. All the officers and ſeamen in general behaved with the greateſt bravery and ſpirit during the action; and, by the vigour and conſtancy of their fire obliged the enemy to retreat, notwithſtanding their great ſuperiority.

"I have encloſed our line of battle, together with that of the enemy.

Britiſh line.

The Elizabeth led with the larboard tacks on board.

| Ships. | Commanders. | Guns. | Men. |
|---|---|---|---|
| Elizabeth | captain Tiddiman | 64 | 480 |
| Newcaſtle | Michie | 50 | 350 |
| Tyger | Brereton | 60 | 420 |
| Grafton | rear-adm. Stevens—Kempenfelt | 68 | 535 |
| Yarmouth | vice-adm. Pocock—Harriſon | 68 | 543 |
| Cumberland | Somerſet | 58 | 520 |
| Saliſbury | Dent | 50 | 320 |
| Sunderland | hon. capt. Colville | 69 | 420 |
| Weymouth | ſir William Baird, bart. | 60 | 420 |
| | | 536 | 4035 |

French line.

The Actif led with the larboard tacks on board.

| Ships. | Commanders. | Guns. | Men. |
|---|---|---|---|
| Actif | M. Beauchaine | 64 | 600 |
| Le Minotaure | M. L'Aguille, chef d'eſcadre | 74 | 650 |
| Le Duc d'Orleans | M. Surville, le cadet | 60 | 500 |
| Le St. Louis | M. Johannes | 60 | 500 |
| Le Vengeur | M. Palliere | 64 | 500 |
| Le Zodiaque | M. d'Achè, lieut.-gen. | 74 | 650 |
| Le Compte de Provence | M. La Chaiſe | 74 | 650 |
| Le Duc de Bourgogne | M. Bouvet | 60 | 500 |
| L'Illuſtre | M. de Rais | 64 | 600 |
| La Fortune | M. Lohry | 64 | 600 |
| Le Centaur | M. Surville | 70 | 650 |
| | | 728 | 6400 |

An account of the number of men killed and wounded on board each of his majeſty's ſhips.

| | | | | | |
|---|---|---|---|---|---|
| Elizabeth | - | 77 | Yarmouth | - | 39 |
| Newcaſtle | - | 112 | Cumberland | - | 52 |
| Tyger | - | 168 | Saliſbury | - | 36 |
| Grafton | - | 83 | Sunderland | - | 2 |
| | | | Total | - | 569 |

Thus, as Campbell very juſtly obſerves, had admiral Pocock, during the whole time he held the chief command in the Indian ſeas, ſeconded, with the greateſt ſkill and activity, every effort made by the army. He had more than once compelled Mr. D'Aché, the greateſt admiral France could boaſt of, and who alone ſupported the declining reputation of her marine, to take ſhelter under the walls of Pondicherry. "Pocock (ſays he) had reduced the French ſhips to a very ſhattered condition, and killed a great number of men," he might have added, too, with a force infinitely inferior; "but what is the moſt extraordinary, and ſhews the ſingular talents of both admirals, they had fought three pitched battles in the courſe of eighteen months, without the loſs of a ſhip on either ſide." Mr. Pocock had no farther action with the enemy, returning to Europe in the following year *, after leaving the command with Mr. Stevens. He now enjoyed a temporary relaxation from thoſe long fatigues of ſervice which he had endured for ſo many years in a climate highly injurious to European conſtitutions, not being re-appointed to any ſubſequent command till the year 1762.

In 1761 he was, as a juſtly earned reward for his ſervices in India, honoured with the order of the Bath, and in the courſe of the ſame year was promoted to be admiral of the blue. The rupture which had taken place with Spain having engaged miniſtry to turn their thoughts to the reduction of the diſtant, which were, on many accounts, at the ſame time the moſt valuable poſſeſſions belonging to that nation, among other expeditions which it was reſolved ſhould be immediately ſet on foot, was that againſt the Havannah. The conſequence of this important place appeared to hold it out as a ſufficient counterpoize

* He arrived in the Downs on the 2nd of September.

on

on the moſt public and national ground, to the probable riſk of again hazarding an enterpriſe of ſo much conſequence, in a part of the world, where, principally owing to the extreme unwholeſomeneſs of the climate, the Britiſh arms had, in a former war, been foiled. In order to prevent alarming the Spaniards by the equipment of a formidable fleet from England, it was reſolved that ſir George, with only four ſhips of the line, one frigate, and ſome tranſports, on board which were embarked four regiments of infantry, with their camp equipage, cannon and a proportionate quantity of ammunition, ſhould proceed to the Weſt Indies *, where he was to take under his command the ſquadron that had been previouſly employed in the reduction of Martinico, under ſir James Douglas. With the above force he ſailed on the 5th of March. The ſquadron arrived ſafe at Martinico on the 22d of April, and almoſt miraculouſly ſo, for the count de Blenac, with a force of 7 ſhips of the line, 4 frigates, and a number of tranſports, had got out of Breſt about the ſame time ſir George ſailed from Portſmouth. This French chef d'eſcadre was ſent to the relief of Martinique, but not arriving there till after the ſurrender of Port Royal, had proceeded to Cape François and left the ſeas open to this little Britiſh ſquadron, which it might at leaſt have diſabled, if not cruſhed, had a meeting taken place during the paſſage.

Sir George immediately on his arrival, uſed the greateſt activity in forwarding every ſervice relative to the expedition. So multifarious, however, and tedious were the different exigencies of it, that it was the 27th of May before the fleet was in a condition to proceed. The force of the armament, collected as it now was, made a moſt formidable appearance: it conſiſted of nineteen ſhips of the line, eighteen frigates, and a fleet of tranſports containing 10,000 ſoldiers, (which were to be joined, when landed on Cuba, by 4000 more expected from New York) with all the implements neceſſary to offenſive operations. The admiral reflecting that the ſeaſon was far advanced, and that in a ſhort time the commencement of the rainy ſeaſon would totally put a ſtop to all offenſive

* In the year 1762, he was elected repreſentative in Parliament for the town of Plymouth.

operations, reſolved to attempt paſſing through the old ſtreights of Bahama. This meaſure conſiderably ſhortened the voyage, but was conſidered extremely hazardous, that ſea being unfrequented, eſpecially by the Britiſh, and almoſt unknown to them. There are nevertheleſs caſes, when ſteps, which on ordinary occaſions would be deemed hazardous and even deſperate, become perfectly juſtifiable and proper. So were they in the preſent inſtance; and nothing could more ſtrongly evince the zeal, the deciſive, active ſpirit of the admiral, than his conduct on this occaſion, and the contempt of danger he diſplayed in it.

Mingling the moſt careful prudence and precaution with the greateſt ſpirit, he took every means human foreſight could ſuggeſt, to ſecure the paſſage of ſo numerous a fleet in ſafety. Succeſs in the moſt extenſive ſenſe crowned his exertions, ſo that by the 5th of June the whole armament had made its paſſage through the ſtreights without encountering the ſmalleſt ſiniſter accident. On the 6th, in the morning, the fleet being then within four leagues of the entrance of the port of the Havannah, ſir George made the ſignal for the whole fleet to bring to, and diſtributed his orders to the different ſhips, leaving a diviſion of the fleet, conſiſting of ſix ſhips of the line and ſome frigates, under commodore Keppel, to cover the landing of the troops. He proceeded with the remainder, conſiſting of thirteen ſhips of the line, two frigates, as many bomb-veſſels, and thirty-ſix ſail of victuallers and ſtoreſhips, to block up the harbour, in which the Spaniards themſelves had a conſiderable naval force, conſiſting of twelve ſail of the line. The ſubſequent operations of the ſiege were principally confined to the land department; ſo that it is ſufficient to ſay briefly, the admiral moſt warmly co-operated in every attack where the aſſiſtance of the fleet * was deemed, in any degree neceſſary, and

* The operations, in which the admiral was more particularly concerned, were, a feint made of landing the marines belonging to the ſquadron four miles to the weſtward of the Havannah, in order to divide and diſtract the enemy's attention, while the earl of Albemarle landed with the army near the river Coxemar, about ſix miles to the eaſtward of the Moro. After the Spaniards had on the 10th of June blocked up the harbour, by ſinking three of their line of battle-ſhips at the entrance of it, ſir George, leaving four of his ſhips to cruiſe in the offing, anchored with the remainder off Chorera river, the place where

and certainly contributed very eminently both to the ſucceſsful and ſpeedy termination of the ſiege.

The city, as it is well known, ſurrendered on the 14th of Auguſt, and with it nine ſhips of the line, the remainder having been ſunk to block up the entrance of the harbour. Sir George, after the capitulation was executed, was as induſtrious in the civil duties attendant on his high ſtation, as he had before been in thoſe of an hoſtile nature. He became the friend and protector of the vanquiſhed, ſhielding them by every means in his power from thoſe acts of intemperance which, notwithſtanding the beſt regulations, ſometimes take place on ſuch occaſions. On his return from this gloriouſly ſucceſsful expedition he had to combat a ſevere and tremendous tempeſt, in which many of his ſhips were reduced to the greateſt diſtreſs. Sir George never had any command after his arrival in England; and, in 1766, retired totally from the ſervice, ſorry are we to add, apparently in much diſguſt.

Various reaſons have been aſſigned for this apparent ill temper in ſo brave and good a man, the greater part of them too ridiculous for recital. The real cauſe, we believe, to have been a diſappointed expectation he had entertained of being appointed firſt commiſſioner of the admiralty, as ſucceſſor to John, earl of Egmont. We are confirmed in this belief by an anecdote communicated to us, and which we undoubtedly believe to be genuine. When ſir George was firſt made acquainted with the appointment of ſir Charles Saunders to that high office, he immediately went to the late lord Hawke, and complained to him, in rather warm terms, of the indignity he thought offered on that occaſion to the older flag-officers, who had equally diſtinguiſhed themſelves. Sir Edward was at that very time on the point of going out

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where he had before made a feint of landing, and where he could eaſily obtain wood and water for the ſquadron. He afterwards in reality put on ſhore eight hundred of his marines at the requeſt of the general, in order to ſecure a footing on both ſides of the town, and divide the attention of the foe. He moreover detached three of his ſhips to cannonade the north eaſt face of the Moro, on which, though they were able to make little impreſſion, they rendered material ſervice to the operations of the army, by diverting the force of the enemy for a time, and enabling the troops to complete their batteries.

order to wiſh ſir Charles joy of his promotion*; and when he informed ſir George of his intention, the opinion of that great and good man had ſo much weight with him, as not only to moderate his diſpleaſure but even to induce him to adopt a ſimilar conduct himſelf. His diſguſt, though temporarily aſſuaged, was not effaced; and his former ſentiments, as to the public indignity offered to his cotemporaries, and what he deemed private neglect to himſelf, induced him to perſevere in his firſt reſolution of retiring from the ſervice for ever. A perfect evenneſs of temper is, perhaps, incompatible with the frailties of human nature; but though a mind too ſuſceptible of indignity may be pitied, it cannot fairly be condemned.

Sir George immediately afterwards, reſigned his rank as admiral of the blue, and continued during his life in peaceable and honourable retirement. He died on the 3d of April 1792, at his houſe in Curzon-ſtreet, May Fair, being then in the 87th year of his age, and having, during the latter part of his life, filled no other public character, or the ſmalleſt ſemblance of one, than that of one of the vice preſidents of the marine ſociety. It is elſewhere remarked, and with the greateſt apparent truth, that his hiſtory, both in private and public life, was of ſo exemplary a nature as to demand a tribute of the higheſt reſpect, a reſpect moſt juſtly due to the memory of ſo worthy, ſo excellent a man. He was admired, he was revered, even by his enemies; he was eſteemed and beloved by all the officers who had ſerved under him, and held almoſt in adoration by every ſeaman who had ever been under his command. Nor were his private virtues leſs the ſubject of regard and honour than thoſe of greater and more public notoriety. As a parent he was, with the greateſt truth, unexcelled: as a brother, moſt truly benevolent: and, as a relative, affectionate in the higheſt degree to all his connections. To a conſummate modeſty, which rendered him unconſcious of his own high merits, he added an humanity, improved by an extenſive generoſity, which raiſed him up as a bleſſing to all his neighbours, whoſe indigence called forth

* For, ſaid he, a worthier man cannot exiſt; he is in every reſpect qualified to diſcharge the duties of that high office; and why ſhould we be offended that a younger officer than ourſelves is thought deſerving of it?

his

his ever attentive bounty. It is ſaid of him, that, unlike the generality of naval officers, he was *never* known to ſwear, even on board his ſhip; and that as he certainly poſſeſſed the moſt undoubted courage, ſo did he unite with it the greateſt reſolution and moſt ſerene temper, a circumſtance which rendered his retirement in the manner it took place, the more extraordinary to all who knew him. All acquainted with his character muſt bear teſtimony to the truth of theſe aſſertions, and join in lamenting the death of ſo great, ſo good a man.

His remains were interred in the family vault at Twickenham, near thoſe of his lady, by whom he left one ſon, George Pocock, eſq. F.R.S. and one daughter, married to the preſent earl Powlet when lord Hinton.

WALLIS, Gilbert,—was, on the 30th of June 1738, appointed captain of the Port Mahon frigate. He never had any other command, dying captain of the veſſel above mentioned ſome time in the year 1740.

N. B. The name of this gentleman is omitted in the greater part of the MS. liſts we have ſeen.

WATSON, Charles.—This brave and excellent officer was, on the 14th of February 1738, appointed captain of the Garland frigate. He remained in this veſſel ſome years, at leaſt till after 1741, latterly employed on the Mediterranean ſtation under Mr. Haddock. In 1742 we find him in the ſame ſervice captain of the Plymouth, of ſixty guns. He remained in this ſhip till the departure of Mr. Barnet for England, when he ſucceeded that gentleman as captain of the Dragon, in which ſhip he continued to ſerve under Mr. Mathews, and is particularly marked by the admiral as having diſtinguiſhed himſelf extremely in the encounter with the French and Spaniſh fleets off Toulon. On his return to England he was removed into the Princeſs Louiſa, a ſhip of the ſame rate and force with the two he had laſt commanded. In the year 1747 he ſerved as captain of that ſhip in the two ſquadrons ſucceſſively ſent out, under the admirals Anſon and Hawke, and ſtrongly diſplayed his uſual gallantry in the two encounters with the different French ſquadrons under monſieur de Jonquiere and M. De L'Entendiere.

Under Mr. Hawke he was more particularly fortunate than he had been under Mr. Anſon, having, in conjunc-

tion with captain Scott, in the Lion, engaged and ſtopped the enemy's ſquadron till the reſt of their companions could come up. His ſervices and conduct were ſo highly eſteemed by the Britiſh miniſters, that, on the 16th of May, the preliminaries of peace being then actually ſigned, he was appointed commander-in-chief of the ſquadron employed on the Newfoundland or North-America ſtation, and was nominated governor and commander-in-chief of the iſland of Newfoundland, with the fort and garriſon of Placentia, &c. having by order, bearing date the 12th of May, been previouſly advanced to be rear-admiral of the blue. Some time before the rupture with France took place*, he was appointed commander-in-chief of the fleet employed in the Eaſt Indies, and ſailed on that ſervice immediately afterwards †. His firſt enterprize after his arrival at Bombay, in the month of November 1755, appears to have been the reduction of the important fortreſs of Geriah, the capital of the dominions poſſeſſed by the arch-pirate Angria. Mr. James, commander of one of the company's ſhips, who had juſt before diſtinguiſhed himſelf exceedingly in the reduction of Severndroog, was diſpatched to reconnoitre the port and ſound the entrance of the harbour. This ſervice he very ſucceſsfully performed; and Mr. Watſon, being joined by ſeveral ſhips belonging to the Eaſt India company, having on board a body of troops, commanded by the well-known colonel, afterwards lord Clive, ſailed on the expedition about the 7th of February.

The admiral was met in the neighbourhood of Geriah by the fleet of the Mahrattas, who were concerned in the expedition as allies! it conſiſted of four grabs and forty ſmaller veſſels called gallivats. Their land-force amounted to ſeven or eight thouſand men, under the command of Rhamagee Punt, who had not only made himſelf maſter

* In the month of February 1754.

† His force conſiſted of,

| | | |
|---|---|---|
| The Kent—rear-admiral Watſon, captain Speke | - | 70 guns. |
| Cumberland—rear-admiral Pocock, capt. Harriſon | | 66 |
| Tyger—Latham | - - - | 60 |
| Salisbury—Knowles | - - | 50 |
| Bridgewater—Martin | - - | 20 |
| Kingfiſher ſloop—Smith | - - | 14 |

On the 4th of February 1755, he was advanced to be rear-admiral of the red.

of

of one fort, but was then actually treating for the ſurrender of Geriah itſelf. Angria had quitted the place, but his wife and family remained behind under the protection of his brother-in-law, who commanded in the fort. Mr. Watſon immediately on his arrival ſent him a proper ſummons to ſurrender, and received a moſt peremptory refuſal, to which was added a declaration, which is to be taken as a mere matter of courſe, that he would defend the place to the laſt extremity.

Preparations, and the neceſſary arrangements were in conſequence immediately made for the attack. The Engliſh fleet entered the harbour on the 12th of February in two diviſions, ſuſtaining, as they paſſed, a very heavy cannonade from the batteries of the place, and a number of large grabs moored cloſe under them. The fire, however, of the enemy ſlackened conſiderably very ſoon after the ſhips, ordered to attack, had got into their ſtations. Between four and five in the afternoon, a ſhell falling into one of Angria's armed veſſels, ſet her on fire, and the flames quickly communicating to the reſt, the whole fleet was completely, as well as expeditiouſly deſtroyed. Between the hours of ſix and ſeven in the evening, a ſhell thrown into the fort ſet that on fire alſo, and the firing ceaſed for a ſhort interval, on both ſides.

The admiral ſuſpecting the governor would prefer ſurrendering the town up to the Mahrattas rather than the Engliſh, requeſted Mr. Clive to diſembark the troops, that he might be ready, in caſe of emergency, to take poſſeſſion of the place. The bombardment of the citadel having recommenced, was continued with the greateſt ſpirit, and the line of battle ſhips were warped in cloſe enough to the walls to batter in breach. After this diſpoſition was made the admiral humanely ſent an officer with a flag of truce, inviting the governor to ſurrender. This propoſal being ſtill rejected, the Engliſh ſhips renewed their attack, on the following day, with the utmoſt vigour. About one o'clock the principal magazine of the fort blew up, an accident which had ſuch an effect on the ſpirits of its defenders, that about four they diſplayed a white flag, as a ſignal for parley. The terms of ſurrender could not even now be agreed on, ſo that the aſſault re-commenced, and was ſupported with unremitting ardour till a quarter paſt five. The white flag was then once more hoiſted, and

the governor thought proper to ſurrender on ſuch terms as the admiral himſelf had propoſed.

The flag of Angria was immediately ſtruck, and the Britiſh colours hoiſted in its room, on poſſeſſion being taken of the fort by a detachment from the army. As a proof that the admiral's precaution in deſiring colonel Clive to land with the troops was abſolutely neceſſary, the Mahratta chiefs tampered with the Britiſh captains who commanded, offering them a bribe of fifty thouſand rupees if they would permit them to paſs and take poſſeſſion of the fort. It is needleſs to ſay this propoſal was rejected with the higheſt diſdain. In the fort, which was thus reduced with very inconſiderable loſs on the part of the aſſailants, were found upwards of two hundred pieces of cannon, ſix braſs mortars, a conſiderable quantity of ammunition, together with valuable effects and ſpecie to the amount of 130,000l. The fleet deſtroyed conſiſted of eight grabs, one ſhip, together with two on the ſtocks, and a number of gallivats, a particular ſpecies of veſſel uſed in thoſe ſeas, and peculiarly adapted to that piratical kind of war in which their owner had been engaged.

Among the priſoners were found Angria's wife, children, and mother; and the conduct of the admiral towards theſe unfortunate perſons forms too amiable a trait in his character for us to ſuffer it to paſs unnoticed.

On entering their apartment the whole family, ſhedding floods of tears, fell with their faces to the ground; from which being raiſed, the mother of Angria told Mr. Watſon, in a piteous tone, "The people had no king, ſhe no ſon, her daughter no huſband, their children no father." The admiral replying, "they muſt look upon him as their father and friend," the youngeſt boy, about ſix years of age, ſeized him by the hand, and ſobbing exclaimed, "Then you ſhall be my father." Mr. Watſon was ſo affected with this pathetic addreſs, that the tears trickled down his cheeks, while he aſſured them they might depend upon his protection and friendſhip.

Six hundred European and native ſoldiers were left to garriſon the fort; and four armed veſſels, belonging to the Eaſt India company, remained in the harbour, which was extremely well ſituated for commerce, as an additional protection.

Vice-

Vice-admiral Watſon immediately returned in triumph to Bombay; and having refitted his ſhips, ſailed from thence on the 30th of April for fort St. David's, where he arrived on the 29th of May. After a ſtay of three weeks he proceeded to Madras, which he reached on the 20th of June *. He there received the melancholy news of the capture of Calcutta, and the diſmal tragedy that had been acted there under the tyranny of the Sur Rajah Dowlat. He immediately began to concert meaſures for the recovery of that important place, as well to revenge the foul murders that had been committed on that melancholy occaſion. Theſe arrangements not only neceſſarily took up ſome time, but it was alſo neceſſary to wait the change of the monſoon. At length all things being ready, and Mr. Clive with his little army embarked, the vice-admiral ſailing from Madras on the 6th of October, on the fifth of December came to an anchor in Balaſore road on the Bengal coaſt. Having croſſed the Braces he proceeded up the Ganges as far as Fultah, which he reached on the 15th, and found there governor Drake, with the reſt of the perſons who eſcaped on board the ſhips at the time Calcutta was inveſted. On the 28th he proceeded up to Calcutta with the Kent, Tyger, Saliſbury, Bridgewater, and Kingsfiſher ſloop. On the following day colonel Clive, with a ſmall body of troops, was put on ſhore to inveſt the fort of Bulbudgia, which being at the ſame time cannonaded by the ſhips, and ill-provided with cannon, did not hold out above an hour after the fire commenced. All the other forts and batteries were progreſſively abandoned by the impotent enemy as the ſhips advanced up the river; and on the 1ſt or 2d day of Jan. 1757, Mr. Watſon, with the Kent and Tyger, came to an anchor off the town at Calcutta. After a ſmart cannonade of two hours the enemies batteries were completely ſilenced, and all the men driven from the guns, ſo that the different defences and the place itſelf were taken poſſeſſion of, without farther oppoſition, by captain Coote and a detachment from the army. In the fort were found ninety-one pieces of

* In the courſe of this month he was advanced at home to be vice-admiral of the blue.

cannon,

cannon, four mortars, abundance of ammunition, ſtores and proviſions, together with every requiſite neceſſary for ſuſtaining a long and obſtinate ſiege. Thus were the Engliſh re-eſtabliſhed in two of the ſtrongeſt fortreſſes on the Ganges, with the inconſiderable loſs of nine ſeamen and three ſoldiers killed.

The reduction of the city of Hughly, ſituate a conſiderable diſtance higher up the river, was immediately undertaken, and effected with leſs difficulty than the hopes of the moſt ſanguine had prognoſticated. All the principal ſtorehouſes of ſalt, together with the granaries, for the ſupport of the Nabob's army, were ſituate at this place, ſo that not only the intrinſic loſs to him was immenſe, but it was rendered ſtill more conſiderable and grievous as it was the principal depot from whence he derived the means of carrying on the war. The viceroy of Bengal was ſo enraged at this unexpected ſucceſs, that he madly rejected all propoſals made by the vice-admiral and colonel Clive for an accommodation. He accordingly aſſembled, with the utmoſt expedition, an army, conſiſting of fifteen thouſand foot and twenty thouſand horſe, announcing a firm reſolution to expel the Engliſh out of his dominions, and take ample vengeance for the diſgraces he had lately ſuſtained.

On the ſecond of February he arrived in ſight of the Britiſh camp, and eſtabliſhed himſelf within a mile of Calcutta. Mr. Watſon inſtantly formed a detachment of ſix hundred ſeamen from the ſquadron, which were put under the command of captain Warwick, and ſent to ſupport the colonel and his little army. He advanced on receiving this reinforcement, and attacked the viceroy with ſo much vigour that he retreated almoſt at the firſt onſet with the loſs of a thouſand men killed, wounded, and taken priſoners, together with an immenſe number of horſes, bullocks, and ſome elephants. A peremptory letter written by the vice-admiral after this ſucceſs, firſt induced the viceroy to liſten to the terms of accommodation propoſed. A peace was ſoon afterwards agreed on and concluded*; but the vice-admiral had too much

* The terms were honourable in the extreme, it being ſtipulated that all merchandize belonging to the company ſhould paſs and repaſs in

much diſcernment to rely implicitly on the faith of a man who had ſo frequently broken his word, he accordingly took all active meaſures to reſtore the affairs of the Britiſh Eaſt India company, and reduce that of France, as no ſafety could be depended on while the ſmalleſt influence of the latter exiſted.

To complete fully the purpoſe by which this end was to be produced, the vice-admiral as ſoon as he had ſucceſsfully accompliſhed the recovery of Calcutta, projected an expedition againſt the important French ſettlement of Chandenagore. It was ſituated on the Ganges, ſome diſtance above the town of Calcutta, and was conſidered as the chief ſettlement, poſſeſſed by that nation, in the bay of Bengal. Colonel Clive, who commanded the land forces, marched by land for that place, at the head of upwards of two thouſand men, ſeven hundred of whom were Europeans. On the 18th of March, vice-admiral Watſon, with Mr. Pocock as his ſecond in command, got up within two miles of the French ſettlement with the Kent, Tyger, and Saliſbury ſhips of war. They found their farther paſſage obſtructed by a ſtrong boom laid acroſs the river, and by ſeveral veſſels ſunk in the channel. But theſe difficulties were ſoon removed, and the little ſquadron advancing on the 24th, drew up in a line before the fort, which was cannonaded with the greateſt fury for upwards of three hours. An attack, equally ſpirited, was commenced at the ſame time from the land-ſide by colonel Clive, and their united efforts ſoon compelled the enemy to hoiſt a flag of truce and propoſe to ſurrender. The town was that very afternoon delivered up to captain Latham, of the Tyger; its re-

in every part of the province of Bengal free of duty: that all the Engliſh factories ſeized the preceding year, or ſince, ſhould be reſtored, with the money, goods, and effects appertaining: that all damage ſuſtained by the Engliſh ſhould be repaired, and their loſſes repaid: that the Engliſh ſhould have liberty to fortify Calcutta in whatever manner they thought proper, without interruption: that they ſhould have the privilege of coining all the gold and bullion they imported, which ſhould paſs current in the province: that the Nabob ſhould remain in ſtrict friendſhip and alliance with the Engliſh; uſe his utmoſt endeavours to heal up the late diviſions, and reſtore the former good underſtanding between them: all which ſeveral articles were ſolemnly ſealed and ſigned with the Nabob's own hand.

duction

duction being accompliſhed with the trivial loſs of forty perſons only, killed and wounded, on the part of the Britiſh, notwithſtanding the garriſon conſiſted of near ſeventeen hundred men, five hundred of whom were Europeans. The fortifications were in good condition, having one hundred and twenty-three pieces of cannon mounted on them beſides mortars; the place was alſo abundantly ſupplied with proviſions for the ſupport of its defenders, and ammunition for their defence. This fortreſs being the laſt poſſeſſed by the French in that part of the world, the Nabob, reduced to the loweſt ebb, was compelled, very reluctantly, to comply with the terms of the treaty he had before entered into with Mr. Watſon and colonel Clive. He did this, however, in ſo very dilatory a manner, and diſcovered ſo manifeſt a partiality to the French, that it was very diſcernible he only waited for a junction with a body of their European troops, under Mr. De Buſſy, to come to a ſecond rupture.

This treacherous conduct on his part led to one of the moſt memorable events in the annals of Bengal; we mean the battle of Plaſſey, and the depoſition of the Nabob; the particulars which immediately preceded it, as well as thoſe ſubſequent to it, are thus related in an official letter from the vice-admiral, dated on board the Kent, off Calcutta, July the 16th, 1757.

"By captain Toby, of the Kingsfiſher ſloop, I informed you, in a letter dated the 14th of April, of the ſurrender of the town and port of Chandernagore; and in the ſame letter I took notice of the great reluctance which the Nabob Sur Rajah Dowla ſhewed in complying with the articles of the peace, on which ſubject many letters paſſed between us; in moſt of them he never failed to be very liberal in his promiſes, but that was all that could be obtained from him. Theſe delays, to the final execution of the peace, were in effect the ſame to the commerce of the kingdom, as much as if none had been concluded. The leading men at the Nabob's court, knowing his faithleſs diſpoſition, and perceiving no probability of an eſtabliſhed peace in their country, while he continued in the government, began to murmur, and entered into a confederacy to diveſt him of it; among theſe were Jaffier Ally Cawn, who was one of his principal generals, and held ſeveral other conſiderable

employ-

employments; but he having been greatly diſguſted at the Nabob's repeated ill treatment, became very zealous in the confederacy againſt him, and communicated the deſign to Mr. Watts, the ſecond in council of this place. By the letters, of the 26th and 28th of April, the committee was informed of this affair, which was debated with all the attention and circumſpection poſſible. On maturely examining into the behaviour of the Nabob, he appeared ſo far from complying with the articles of the peace he had ſolemnly ſworn to obſerve, that he would not permit us to put a garriſon into Coſſimbuzar; and had given ſtrict orders not to ſuffer even a pound of powder or ball to paſs up the river. Theſe meaſures, added to the certain accounts we received of his having invited M. Buſſey, the French commanding officer in the province of Golconda, to join him with all the troops he could bring, gave us very little reaſon to believe he had any intention to continue even on peaceable terms with us, longer than he thought himſelf unable to engage in a war againſt us: it was therefore judged moſt adviſeable to join Jaffier Ally Cawn with our troops, ſuch a ſtep appearing the moſt effectual way of eſtabliſhing a peace in the country, and ſettling the Engliſh on a good and ſolid foundation. This being reſolved on, and the articles, hereafter recited, agreed to, our army marched on the 13th of laſt month from Chandernagore towards Coſſimbuzar; and, in order that col. Clive ſhould have as many Europeans with him as poſſible, I agreed to garriſon Chandernagore, and to ſend up with him on the expedition, a lieutenant, ſeven midſhipmen, and fifty ſeamen, to ſerve as gunners. I alſo ordered the twenty-gun ſhip to anchor above Hugley, to keep the communication open with the colonel.

On the 19th of June, Cutwa fort and town, ſituated on this ſide of the river, which forms the iſland of Coſſimbuzar, were taken by a party detached for that purpoſe. There the army remained two or three days for intelligence from Jaffier Ally Cawn, who, it was agreed by all in the confederacy, ſhould ſucceed to the Nabobſhip, he being a man of family, and held in great eſteem by all ranks of people. On the 22d the army croſſed the river, and the next day had a deciſive battle with Sur Rajah Dowla, over whom our troops obtained a complete victory, put his army

army to flight, and took poſſeſſion of his camp, with upwards of fifty pieces of cannon and all his baggage. He was joined by 50 French ſoldiers, who worked his artillery; and, by the moſt authentic accounts, his army conſiſted of about twenty thouſand fighting men, excluſive of thoſe under the command of Jaffier Ally Cawn, and Roy Dowlub, who did not act againſt us. The number killed in the enemy's camp were few, as they only ſtood a cannonading. We had about nineteen Europeans killed and wounded, and thirty ſeapoys.

"Sur Rajah Dowla, after his defeat, withdrew privately; as did Montoll, his prime miniſter; and Monick Chaund, one of his generals.

"On the 26th of June, Jaffier Ally Cawn entered the city of Muxadavad; and, by a letter from the colonel of the 30th, we were informed of his having placed Jaffier Ally Cawn in the ancient ſeat of the Nabobs of this province, and that the uſual homage had been paid him, by all ranks of people, as ſubah of the provinces of Bengal, Bahar, and Orixa.

"On the 30th, late at night, a letter came from the col. adviſing that Sur Rajah Dowla was taken priſoner; and, on the 4th inſtant, he acquainted the committee of the Nabob's having been put privately to death by Jaffier Ally Cawn's ſon, and his party. The ſpecie in the treaſury, upon examination, was found very ſhort of expectation; however the colonel has already ſent down one-third of the ſum ſtipulated in agreement, and it is ſaid as much more will ſoon follow as will make up half; the other half is to be paid in three years, at three annual and equal payments.

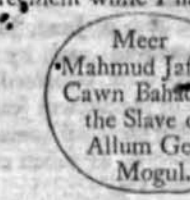
"Mr. Law, who was the French chief at Coſſimbuzar, and who had collected near two hundred French European troops, was coming to the aſſiſtance of the late Nabob, and was within a few hours march of him when he was taken priſoner, which Mr. Law hearing of he advanced no farther. Soon after, the colonel detached a party in ſearch of Law, under the command of captain Coote of colonel Adlercron's regiment, conſiſting of two hundred Europeans and five of ſeapoys, joined by two thouſand of Jaffier Ally Cawn's horſe. We cannot yet expect to hear any thing of the event of this detachment's being ſent out, as it is uncertain

uncertain how far captain Coote may be led after the French party.

" A few days ago the Marlborough Indiaman arrived here from Vizagapatam, with an account of the ſurrender of that ſettlement to the French on the 26th of June. The garriſon conſiſted of one hundred and thirty Europeans with two hundred ſeapoys: and the French ſat down before it with eight hundred and fifty Europeans, ſix thouſand ſeapoys, and a ſmall body of horſe.

" A tranſlation of the treaty executed by Jaffier Ally Cawn Bahadar, in his own hand.

" In the preſence of God and his prophet, I ſwear to abide by the terms of this agreement while I have life,




1. The agreement and treaty with Nabob Sur Rajud Dowla I agree to and admit of.

2. The enemies of the Engliſh are my enemies, whether Europeans or others.

3. Whatever goods and factories belong to the French in the provinces of Bengal, Bahar, and Orixa, ſhall be delivered the Engliſh, and the French never permitted to have factories or ſettlements any more in theſe provinces.

4. To indemnify the company for their loſſes, by the capture of Calcutta, and the charges they have been at to repoſſeſs their factories, I will give one crore of rupees.

5. To indemnify the Engliſh inhabitants, who ſuffered by the capture of Calcutta, I will give fifty lacks of rupees.

6. To indemnify the loſſes ſuffered by Jentoots, Moormen, &c. I will give twenty lacks of rupees.

7. To the inhabitants, the Armenian peons of Calcutta, who ſuffered by the capture, I will give ſeven lacks of rupees.

The diviſion of theſe donations to be left to the admiral, the colonel, and committee.

8. The lands within the Moratta ditch all round Calcutta (which are now poſſeſſed by other Zemindars) and ſix hundred yards all round without the ditch, I will give up entirely to the company.

9. The Zemindary of the lands to the ſouthward of Calcutta, as low as Culpee, ſhall be in the hands of the Engliſh company, and under their government and orders, the cuſtomary rents of every diſtrict within that tract to be paid by the Engliſh into the king's treaſury.

10. Whenever I ſend for the aſſiſtance of the Engliſh troops, their pay and charges ſhall be diſburſed by me.

11. From Hugley downwards I will build no new forts near the river.

12. As ſoon as I am eſtabliſhed Subah of the three provinces I will immediately perform the above-mentioned articles.

Dated the 15th of the Moon Ramazan, in the fourth year of the preſent reign.

"The new Nabob gave to the ſquadron and troops fifty lacks of rupees, beſides the ſums ſtipulated by the treaty for other ſervices.

"One crore is an hundred lacks, and one lack is about 12,500l."

The vice-admiral did not long ſurvive the foregoing very brilliant atchievement, dying on the 16th of September, at Calcutta, of a fever, contracted, as is generally believed, in conſequence of the fatigue he had undergone, rendered ſtill more oppreſſive by the unwholeſomeneſs of the climate. He was buried, as is cuſtomary in hot countries, on the following day, his corps being attended to the grave by all the principal inhabitants of the place, who appeared as if attempting to out-vie each other in the liveliеſt demonſtrations of ſorrow, for the loſs of a man whom they adored, and revered as a deliverer and a parent. As the laſt token of gratitude they were capable of paying him, an handſome monument is ſaid to have been erected there to his memory. On the 22d of March 1760, his ſon was created a baronet, as a proof of the high opinion entertained by the ſovereign himſelf of the father's merits: and a very ſuperb monument was erected to his memory in Weſtminſter-abbey, at the ſole expence of the Eaſt India company.

In

In the center of a range of palm-trees is placed an elegant figure of the admiral receiving the addreſs of a proſtrate figure, repreſenting the Genius of Calcutta, the place he relieved and retook from the Nabob in January 1757. On one ſide is the figure, in chains, of Chandernagore, the other fortreſs taken by the admiral the March following. In front of the monument is the following inſcription.

To the memory of CHARLES WATSON,
Vice-admiral of the white, commander-in-chief
Of his majeſty's naval forces in the Eaſt Indies,
Who died at Calcutta the 16th of Auguſt 1757.
The Eaſt India company,
As a grateful teſtimony of the ſignal advantages which
they obtained by his valour and conduct,
Cauſed this monument to be erected.

WEST, Temple, — was, on the 13th of June 1738, promoted to be captain of the Deal Caſtle frigate. He was at that time not more than twenty-four years old; and his having attained that rank at ſo early an age is certainly no ſlender proof both of his diligent attention to the duties of his ſtation and his general ability in having ſo ſoon acquired a competent and perfect knowledge of them. He continued captain of the Deal Caſtle till the beginning of the year * 1741. He was then appointed to the Sapphire, and in May was promoted to the Dartmouth, of fifty guns, one of the ſhips afterwards employed, on the Mediterranean ſtation, under Mr. Haddock. He was ſome time afterwards advanced to the Warwick, of ſixty guns, which ſhip he continued to command, on the ſame ſtation, till after the encounter with the French and Spaniſh fleets off Toulon. The Warwick was the ſecond ſhip in the diviſion of rear-admiral Rowley, who commanded the van of the Britiſh line. That of the enemy, commanded by commodore Gabaret, attempted to weather the headmoſt of the Britiſh line, and by tacking upon them incloſe them between two fires; but the captains Cooper, Weſt, and Lloyd penetrated into this deſign, and very properly counteracted the attempt, for a conſiderable time, with ſucceſs.

* We find no other mention made of him during the time he commanded this ſhip, except that, in the month of February, he convoyed the Liſbon trade from thence to England.

The prudence of this conduct was very apparent, Mr. Rowley having himſelf been obliged to tack in order to rejoin the center as ſoon as Mr. De Gabaret ſucceeded in his manœuvre. Nevertheleſs, Mr. Weſt, and the reſt of his companions having acted entirely from their own opinion, without orders from Mr. Rowley, or the commander-in-chief, were all brought to a court-martial and ſentenced to be diſmiſſed the ſervice. But though ſtrict diſcipline compelled this apparent ſhare of diſgrace and puniſhment, their conduct was thought not only ſo little culpable, but even ſo praiſe-worthy, that they were all very ſoon afterwards reſtored with honour to the ſervice. It is generally believed by moſt perſons acquainted with the particular circumſtances attending the foregoing action, that Mr. Weſt has been miſtaken, by ſome hiſtorians, for captain Hawke, whom they have erroneouſly reported to have been diſmiſſed for his conduct in breaking the line during that memorable encounter, tho' afterwards reſtored with the higheſt honour in reſpect to his very great gallantry *.

In 1747 Mr. Weſt commanded the Devonſhire, of 66 guns, under rear-admiral Warren, and behaving with the greateſt gallantry in the action with the French ſquadron under monſieur De Jonquiere, of courſe acquired to himſelf the greateſt reputation †. In 1753, according to Mr. Hardy; but from other accounts, which we believe in this particular more correct, in 1755, he was promoted to be rear-admiral of the red, and appointed to command one of the ſmall ſquadrons ſtationed in the Bay of Biſcay. In the following year, having hoiſted his flag on board the Buckingham, of ſeventy guns, he was ſent ſecond in command of the ſquadron ordered to the Mediterranean under the unfortunate Mr. Byng. The different operations which took place during that unhappy expedition have been already related at full in the account of that gentleman: but Mr. Weſt, though connected in the ſervice, was not equally ſo in the diſgrace

* Mr. Weſt was tried at Deptford on the 19th of December 1745, and reſtored to his rank by order of council, bearing date the 12th of May following.

† He quitted the Devonſhire ſoon afterwards, on that ſhip being appointed for rear-admiral Hawke's flag; and no other mention is made of him till the following year, when he commanded as commodore at the Nore.

which

which attended it. His gallantry in the ſkirmiſh, for the encounter ſcarcely deſerved the name of an action, was applauded both by the friends and enemies of the commander-in-chief; and the higheſt encomiums were beſtowed on it by himſelf. Acting in a ſubordinate capacity, Mr. Weſt was not in any degree accountable for thoſe acts of miſconduct which, ſuppoſing them proved in their fulleſt extent, belonged only to the principal or chief-in-command. He however underwent an arreſt at the ſame time with Mr. Byng, and was accordingly ſent home priſoner with him on board the Antelope; but their reception both from the ſovereign and the people, was very widely different. That of Mr. Byng has been already noticed, Mr. Weſt was on the other hand received by his countrymen as an hero, and by the ſovereign as a favourite, inſomuch that, on the 20th of November 1756, he was not only included in the new commiſſion publiſhed on that day for executing the office of lord high admiral, but was immediately afterwards appointed to command in-chief a ſquadron deſtined for a ſecret expedition.

He had, however, too much honour to ſerve under men whom he very juſtly conſidered as enemies taking an undue advantage of his unfortunate principal or ſuperior in command, and though he was conceived to have been the moſt material evidence againſt Mr. Byng, yet, on the very day ſentence was paſſed on him, notwithſtanding he had actually accepted the command, was at that time one of the commiſſioners of the admiralty, and had actually hoiſted his flag on board the Magnanime, he declined proceeding on the ſervice for the reaſons ſtated by him in the following very ſerious though diſpaſſionate letter.

" Magnanime, 27 Jan. 1757.

" Sir,

" Without entering into the merit of admiral Byng's behaviour, or deciding at all upon it, one way or other, the ſentence paſſed this day upon him (the ſubſtance of which I have ſeen) makes it impoſſible for me to help declining the very honourable and diſtinguiſhed command their lordſhips have been pleaſed to appoint me to; I muſt therefore beſeech and intreat them to confer it on ſome perſon more worthy, ſince I can only be anſwer-

able for my loyalty and fidelity to my king, and reſolution of doing what appears to me for his ſervice, which it ſeems an officer may not want, and yet be capitally convicted for his miſconduct or inability of judging right. I am not ſo preſumptuous as to imagine that my actions can always be ſo rightly governed, nor am I altogether certain that the judgment of others is infallible; and, as in ſome caſes, the conſequences may be fatal, I muſt therefore repeat again my moſt earneſt requeſt, that their lordſhips will be pleaſed to appoint ſome other perſon to my command, and grant me their lordſhips' permiſſion to come to town."

By the ſame conveyance he ſent the following letter to earl Temple:

"Magnanime, Jan. 27, 1757.

"My lord,

"However honourable, or however advantageous the ſituation I am placed in may be, yet I am determined and fully reſolved to forego any thing rather than ſerve on terms which ſubject an officer to the treatment ſhewn admiral Byng, whom the court-martial have convicted, not of cowardice, nor of treachery, but of miſconduct, an offence never, till now, thought capital; and now it ſeems only made ſo, becauſe no alternative of puniſhment was found in the article they bring him under. Strange reaſoning—to *acquit* him of the two points *cowardice* and *diſaffection*, to which that article can *only* have reſpect.—Since, though *negligence* is mentioned, yet can it be only intended to refer to one or other of thoſe two crimes, *negligence* PROCEEDING from *diſaffection or cowardice*. I well remember this was the opinion of the houſe of commons when the bill was before them, for which reaſon no alternative was left in that article, as otherwiſe there would have been.—Courts-martial I have always underſtood to be courts of honour and conſcience; and therefore why gentlemen ſhould think themſelves tied by the letter, to act againſt their opinion, I know not; but enough of that at preſent. I ſhall only make one obſervation more in regard to that part of their ſentence, wherein he is ſaid *not to have done his utmoſt to relieve St. Philip's caſtle*, without pointing out which way it could have

have been relieved by him, which indeed they would have found difficult enough to have done.

"As I have taken my firm and final reſolution to reſign the command, and have written very ſtrongly on that head, to the board, I muſt intreat your lordſhip to facilitate it, and I am

"Yours, &c."

When it was decidedly reſolved to abandon the unfortunate admiral to the ſentence which had been paſſed on him, Mr. Weſt, at the ſame time with admiral Forbes, reſigned his ſtation as commiſſioner of the admiralty, but reſumed it again on the 2d of July following. He held it, alas! but for a ſhort ſpace of time, dying on the 9th of Auguſt following. It is reported by ſome, but we believe not generally known, that the unhappy fate of Mr. Byng threw him into a fixt and ſettled melancholy, the paroxyſms of which became at laſt ſo violent as to cauſe his death. Certainly a more lamentable fate, or one conveying an higher proof of the benevolence of his feelings, cannot be produced in the remoteſt annals of hiſtory.

An elegant monument was erected to his memory in Weſtminſter-abbey, by his lady, who ſurvived him; and we have the following ſhort, and we believe very juſt character of him, drawn by ſome author whoſe name we regret as having been unable to diſcover.

In the earlier part of his life he dedicated his time to the naval ſervice of his country, in which, by his courage and integrity, he was advanced, at a very early age, to be vice-admiral of the white. He was ſagacious, active, and induſtrious: as a ſeaman he was ſkilful; as an officer cool, intrepid, and reſolute. His conduct in the encounter with the French fleet off Mahon, where he commanded in the ſecond poſt, was remarkably ſpirited. His diſtinguiſhed courage and animating example were admired by the whole Britiſh ſquadron, and confeſſed by France. He was very juſtly rewarded with the warmeſt applauſes of his countrymen, and approbation of his ſovereign. Soon after his return he was appointed one of the lords commiſſioners of the admiralty, and adorned his ſtation by a modeſty which concealed from him his own merit, and a candour which diſpoſed him to reward that of others. To the

frank and generous ſpirit of an officer he added the eaſe and politeneſs of a gentleman: and, with the moral and ſocial virtues of a good man, exerciſed the duties of a Chriſtian. He died in the year 1757, aged 43.

## 1739.

CLELAND, William,—was, from his earlieſt youth, brought up to a naval life; and after having attained the rank of lieutenant in the public ſervice, commanded a ſhip in that of the South Sea company, as he afterwards did of another employed in the Turkey trade. On the 2d of October 1739, he was promoted to the command of the Seahorſe frigate, employed as a cruiſer, an occupation in which he met with good ſucceſs, having captured ſome valuable prizes. Having, for a reaſon unknown to us, declined proceeding to the condemnation of two Spaniſh ſhips which he had made prizes of, and an Engliſh veſſel, called the Richard and Elizabeth, which he had re-captured, ſome of his officers, among whom his carpenter appears to have been the principal, inſtituted a ſuit againſt him in the court of admiralty, for not having proceeded; a ſuit which abated not but with the death of the perſon charged. At the end of the year 1740 he was appointed captain of the Aſſiſtance, a fourth rate of fifty guns, ordered to be equipped for the Weſt Indies as one of the fleet under ſir Chaloner Ogle. The Aſſiſtance being, however, ordered to remain at home on ſome ſervice not particularly ſtated, captain Cleland was removed into the Litchfield, a ſhip of the ſame force, which proceeded according to the original deſtination of the former.

At the ſiege of Carthagena he diſtinguiſhed himſelf on all the different ſervices he was appointed to execute. Thoſe which are eſpecially mentioned were, the protection of the fleet of tranſports from Jamaica to Carthagena, which were put particularly under his care, and that of captain Douglas, in the Falmouth: the attack of the

Chamb

Chamba fort, from which the enemy were driven almoſt as ſoon as the ſhip brought up her broadſide againſt it; and the ſecond aſſault of the Barradera battery, on which occaſion, having captain Broderick under him, he commanded the boats in chief, which landed the detachment of troops almoſt under the guns. After the failure of the expedition he was ordered, with captain Mayne, as commanding officer in the Worceſter, with the Stafford and Princeſs Louiſa, to cruiſe off Tiburoon till the 30th, for the ſecurity of the convoy; and after his return to Jamaica was himſelf promoted to the Worceſter. In this ſhip he attended Mr. Vernon on his expedition againſt Cuba, which terminated rather leſs ſucceſsfully than the preceding one had done againſt Carthagena. Few other particulars concerning him have come to our knowledge.

He is ſaid by Mr. Hardy to have died in the Mediterranean on the 18th of May 1743, being at that time captain of the Stirling Caſtle, to which command he is ſuppoſed to have been appointed a ſhort time before his death. We know him to have continued in the Worceſter till after the end of March 1743, but that ſhip probably after having returned to England might from thence have proceeded to the Mediterranean.

On the 22d of January preceding, a motion was made in the court of admiralty, to attach him at the ſuit of his officers, in conſequence of his having neglected to appear to the original complaint preferred againſt him three years before. Death however put an end to the contention before any farther proceedings were had upon it.

CUZACK, James,—was, on the 13th of November 1739, appointed captain of the Ludlow Caſtle, of forty guns. This veſſel was, not long afterwards, ordered to the Weſt Indies; and at the ſiege of Carthagena, being fitted as bomb-ketch, effected ſpecial ſervice againſt the caſtle of Boca Chica. We know nothing farther of him immediately ſubſequent to the above expedition, except that he appears to have remained in the Weſt Indies, where we find him, in 1742, to have commanded the Litchfield, of fifty guns. It was reſolved, in a council of war held at Jamaica in the month of June, to form a ſettlement on the iſland of Rattan; the troops, engineers, and other perſons, together with the ſtores, ammunition, and

and neceſſaries, were put on board five tranſports which were to be convoyed to the place of their deſtination by the Litchfield, attended by the Bonetta ſloop.

Captain Cuzack was inſtructed to remain at the ſettlement for its better protection, and diſpatch the Bonetta ſloop to Jamaica, in thirty days, with an account of his progreſs, or as ſoon after as he made the firſt arrangements. This little fleet did not ſail from Jamaica till the 13th of Auguſt, and arrived ſafe in Port Royal harbour, on the iſland of Rattan, on the 23d. Two forts were immediately conſtructed, and every thing appeared to wear the moſt promiſing aſpect: but in the month of December a moſt alarming conſpiracy was diſcovered among the American ſettlers, which appeared to forebode nothing leſs than the deſtruction of the whole colony; but by timely and ſpirited exertions made by captain Cuzack, the ringleaders were ſeized and properly puniſhed, after which affairs once more reſumed their former proſperous appearance. He returned ſome little time afterwards to Jamaica, where he was, on the 19th of July 1743, unfortunate enough to fall a victim to diſeaſe ſo frequently deſtructive to European conſtitutions, when tranſplanted into that part of the world.

We have heard of a naval officer of this name whoſe very ſpirited behaviour and activity rendered him the ſcourge of the Spaniſh guarda coſtas, the name being remembered with terror by that nation almoſt to the preſent day: whether it was the above gentleman we have not been able preciſely to aſcertain, though we think it highly probable.

CRAWFORD, John,—was, on the 30th of Auguſt 1739, appointed captain of the South Sea Caſtle, or, as other accounts ſay, of the Deptford. He was ſoon afterwards ordered to America, and died at Virginia ſome time in the courſe of the year 1740, being then, to a certainty, captain of the South Sea Caſtle.

KIDD, Dandy.—In the early part of this gentleman's ſervice he was, being at the ſame time lieutenant in the navy, chief mate of the Great and Annual South ſhip, a ſtation in which he very eminently acquitted himſelf, both as a ſeaman and an officer. He was, in 1739, commander of the Trial ſloop; and was, Dec. 26, promoted to be captain

captain of the Wager ſtoreſhip, a veſſel which was immediately ordered to be got ready for ſea in order to join the ſquadron, to be commanded by Mr. Anſon on his well-known expedition againſt the Spaniſh South American ſettlements. When they arrived at Madeira, captain Norris, of the Glouceſter, applied, as we have already related, for leave to return to England, on account of ill health. Mr. Mitchell, who had previouſly commanded the Pearl, of forty guns, was advanced to ſucceed him; and captain Kidd was promoted to the Pearl. He did not long enjoy this command, dying at ſea on the 31ſt of January 1741, the ſquadron being at that time on its paſſage from the iſland of St. Catherine's to port St. Julian, on the coaſt of Patagonia.

LAWRENCE, Peter, was, on the 16th of July 1739, appointed commander of the Auguſta, of ſixty guns, one of the ſhips then on the Mediterranean ſtation under Mr. Haddock. We find him ſoon after his appointment one of the captains preſent at the capture of the valuable Spaniſh ſhip, the St. Joſeph, an event which we have before erroneouſly ſtated as having taken place in the month of September 1742. This miſtake was owing to an error in ſome of the official documents relative to the condemnation of the prize; and we are happy in this opportunity of rectifying it, by referring that circumſtance to its proper date, viz. 1739. In 1740 he ſerved in the main or channel fleet under ſir John Norris; and after his return into port was removed into the Jerſey, a ſhip of the ſame rate and force, which, together with that he before commanded, formed a part of the reinforcement ſent to Mr. Vernon, in the Weſt Indies, under ſir Chaloner Ogle.

He was preſent at the ſiege of Carthagena, but is not particularly mentioned as having been ordered on any memorable ſervice. After the failure of the expedition he remained in the Weſt Indies, and was taken by ſir C. Ogle to be his captain. He returned to Europe with him, in the Cumberland, about the month of June 1746; and we have no reaſon to believe held any command ſubſequent to that time. In the year 1755 he retired from the ſervice, having been then put on the ſuperannuated liſt with the rank and half pay of a rear-admiral. On this honourable kind of penſion he retired to Ireland, which

which probably was his native country, and died there on the 17th of November 1758.

LLOYD, James,—was, on the 30th of Auguſt 1739, appointed captain of the Wincheſter. In this ſhip we believe him to have continued till the year 1742, but do not find any particular mention made of the ſervices or ſtations on which he was employed, except that, in 1741, he was on the coaſt of Virginia. In the beginning of the year 1742 the Wincheſter was ordered to the Mediterranean with Mr. Leſtock, and we believe captain Lloyd to have gone out in that ſhip. In the month of February 1743-4, he commanded the Naſſau, of ſeventy guns. This ſhip was the third of rear-admiral Rowley's diviſion in the encounter with the French and Spaniſh fleets off Toulon. Captain Lloyd having purſued the ſame line of conduct with the captains Weſt and Cooper, and ſupported them in their ſucceſsful attempt to prevent the French van from tacking and doubling on that of the Britiſh fleet, the ſame kind of charge which they had encountered was of courſe preferred againſt him; it met with preciſely the ſame treatment. He continued in the Mediterranean for a conſiderable time after the action, no accuſation being preferred againſt him till two years or more after it took place. The court-martial convened for his trial aſſembled at Deptford on the 13th of November 1746, the day immediately following that on which captain Cooper had been ſentenced to diſmiſſion, as an officer implicated in the ſame kind of charge. He was reſtored, together with that gentleman, to his rank, without having undergone the ſmalleſt impeachment of his honour and conduct as a naval commander, by an order of council, bearing date November the 4th, 1747.

On the 9th of December following he retired from the ſervice, on the appointment of 2nd captain in Greenwich-hoſpital; and became firſt on that eſtabliſhment at the promotion of captain Danſays to be lieutenant-governor. On the deceaſe of that gentleman, in 1754, he alſo ſucceeded him in that ſtation, which he retained till his death, on the 8th of February 1761.

LUSHINGTON, Franklin.—This excellent officer and truly worthy man was, on the 24th of June 1739, promoted

promoted to be captain of the Solebay frigate, a veſſel we find employed immediately afterwards on the Gibraltar or Mediterranean ſtations. He was one of the officers concerned in the capture of the well known prize, the St. Joſeph. In 1740 he was captain of the Rye, a twenty-gun ſhip, employed, during the early part of the enſuing year, on the Liſbon ſtation. No other mention is made of him till 1742, when we find him commander of the Burford, and preſent at the attack of La Guira, in 1743. This ſhip was one of thoſe which principally ſuffered on that occaſion; and captain Luſhington himſelf having loſt his thigh, by a chain-ſhot, died of that diſaſter at Curaçoa, in two hours after he was landed, on the 23d of February 1742-3.

The fate of this unfortunate young gentleman was lamented in the ſincereſt manner by all who had ever the happineſs of knowing the manifold virtues he poſſeſſed. At a court-martial held ſubſequent to the above unhappy event, an officer, who has ſince that time attained the higheſt rank in the navy, and who has been always remarked as a man poſſeſſing the ſtrongeſt nerves, nerves not in any degree liable to be agitated by thoſe paſſions of fear, grief, or anxiety, which not unfrequently diſtract the minds even of the braveſt men, is reported to have been ſo much affected as to be unable to deliver his teſtimony without frequent interruptions of grief becauſe ſome particular queſtions were put to him, in which the untimely fate of this brave and truly worthy man was unavoidably mentioned. A poſthumous tear, even when ſhed by the warmeſt friend, is probably the moſt ſincere eulogium on departed virtue. Such a character needs not any energy of language to proclaim its worth.

MOSTYN, Savage, — was the fifth ſon of Sir Roger Moſtyn, bart.* paymaſter of the marine forces, temp. Annæ

* This family of Moſton, in Flintſhire, (which is the true name, though in compliance with the pronunciation of the country, is uſually written Moſtyn) is deſcended from Tudor Trevor, lord of Bromfield, Chirk, Maelor, Whittington, and Oſwaldſtree. He was alſo earl of Hereford, in right of his mother, Rheingar, grand-daughter and heir of Caradoc Vaichfras, earl of Hereford, who was ſlain by the Saxons A.D.

Annæ reg. and one of the tellers of the exchequer in the reign of king George the Firſt, by Eſſex, his lady, eldeſt daughter of Daniel, earl of Nottingham. Having made choice of a naval life, he was, after paſſing through the ſeveral ſubordinate ſtations, promoted, on the 17th of November 1739, to be captain of the Seaford frigate. He did not long remain in this command, being, at the concluſion of the enſuing year, promoted to the Deptford, of fifty guns, one of the ſhips ordered for the Weſt Indies under ſir Chaloner Ogle. No particular mention is made of him during the attack of Carthagena, nor indeed have we any ſubſequent intelligence concerning him till the year 1744, when we find him captain of the Hampton Court, a third rate of ſeventy guns. In the month of January 1745, a very diſagreeable affair occurred which did conſiderable injury to the character of Mr. Moſtyn, particularly in the minds of the populace. This circumſtance has been unavoidably related already in the account of Mr. Griffin *, it being materially connected with the memoirs of that gentleman. In juſtice, however, to Mr. Moſtyn, we muſt beg to ſtate, that his conduct, on being inveſtigated before a court-martial, was perfectly approved of, and he was conſequently reſtored to the ſervice with credit.

This deciſion, grateful and honourable as it might be to himſelf, was not ſufficient to calm the prejudices entertained by the lower claſs of people, or avert thoſe inſults to which the braveſt and beſt of men have ſometimes been moſt unwarrantably expoſed. An alarming circumſtance of this kind, proving how ſtrangely, though at the ſame time improperly, this diſſatisfaction had taken root in their minds, occurred at Portſmouth in the month of November 1745, and is thus related in a little MS. memorandum made of it by a perſon whom we believe to have been at that town when the fracas happened.

"A few days before the Hampton Court ſailed on a cruiſe, as captain Moſtyn her commander was going on board, he was ſaluted by ſome dock-men with a cant

A. D. 788. (or, according to ſome accounts, 796.) to revenge the death of Offa, their king, killed in the battle of Ruddlan, two years before.

* See page 225, et ſeq.

phraſe

phraſe they have had amongſt them ever ſince his trial, viz. "All's well, there is no Frenchman in the way." Upon which he attempted to board one of the dock-boats, but being ſurrounded by the reſt he was glad to ſheer off. He then complained to the commiſſioner of the dock yard of the inſult, and inſiſted on one of the ringleaders being diſcharged; but the commiſſioner only reprimanded him, and deſired them never to inſult him more. Yet, notwithſtanding this, as the ſhip was under ſail yeſterday, they lined the jetty head, and, in a body, repeated their former ſalutation, which paſſed from them to the men of war's men that lay neareſt the ſhore, and ſo from one to another till the Hampton Court was quite clear of them all."

Whatever the popular opinion might be reſpecting the propriety of his conduct on the occaſion juſt related, that of adminiſtration, appears to have been entirely in his favour, for in the month of February 1746, he was appointed commodore of a ſmall ſquadron ſent to cruiſe in the Bay of Biſcay. But this command does not appear to have been diſtinguiſhed by any occurrence worthy regard or commemoration, nor have we been able to collect other particulars relative to any tranſactions, in which he was concerned, in the line of a naval commander. In 1747 he was elected repreſentative in parliament for Weobly. On March 22, 1748-9, he was advanced to be comptroller of the navy, an office which, while ſome inſiſt he was, on account of his particular and ſuperior abilities, moſt peculiarly adapted, there are others, who with equal ſtrenuouſneſs aſſert him to have been totally unqualified. Between opinions ſo violent and contradictory, it is difficult to decide with certainty and candour; and it is in all probability faireſt to ſuppoſe, that both his failings and his good qualities have been exaggerated by perſons of different opinions. Many men ere now have been praiſed into an ill character, who would otherwiſe have been thought worthy neither of obloquy nor diſlike.

Notwithſtanding he had, according to the general idea of the rules and regulations of the ſervice, particularly at the time of which we are now ſpeaking, quitted the line of active ſervice; having reſigned the office of comptroller, he was in his regular turn promoted, on the 4th of February 1755, to be rear-admiral

of the blue *, as he was, in 1757, to be vice-admiral of the ſame diviſion. He did not long ſurvive his laſt promotion, dying on the 16th of September in the year laſt-mentioned.

GATES, Chriſtopher, — was, on the 10th of Auguſt 1739, promoted to be captain of the Advice, a fourth rate of fifty guns, which, if we miſtake not, was at that time employed on the Weſt India ſtation. He died at ſea, being then on his paſſage to England, on the 15th of February 1740-1.

RYCAUT, James,—was, on the 10th of Aug. 1739, appointed captain of the Kent. He continued in this ſhip † but a very ſhort time, and we are ignorant as to the command he held till the concluſion of the enſuing year, when he was appointed to the Grafton, which, as well as the former, was a third rate of ſeventy guns. It was one of the ſhips put into commiſſion, and intended to have been of the ſquadron ſent with ſir Chaloner Ogle to reinforce Mr. Vernon; but, from ſome reaſon or other to us unknown, did not proceed on that ſervice, as at firſt intended. However when ſir Chaloner himſelf ſailed, it quickly followed him, but did not reach the Weſt Indies time enough to aſſiſt at the attack of Carthagena. This ſhip was one of the ſquadron taken by Mr. Vernon to Cuba, after the failure of the former enterprize, and continued in the ſame part of the world for a conſiderable time afterwards, but was not ordered on any ſervice requiring particular mention. We have no account of his having had any ſubſequent appointment. In 1754 he was appointed one of the captains of Greenwich-hoſpital, a ſtation in which he continued during life. He died on the 5th of June 1758.

* He was for a ſhort time port admiral at Portſmouth, and in the ſpring accompanied Mr. Boſcawen to America as his ſecond in command, having his flag on board the Monarch. In the month of January he ſailed again with him in the ſame ſtation, as convoy to the outward-bound fleet to a ſafe latitude; and in the month of November 1756, commanded the ſquadron ſtationed off Breſt.

† We rather apprehend he never did command the Kent, but was appointed to the Grafton in the firſt inſtance: but ſome accounts make him to have taken poſt in the Panther.

SMITH,

SMITH, Edward,—was, on the 16th of November 1739, promoted to be captain of the Eltham. He was ordered, in 1741, to Rio Janeiro, and from thence to the Weſt Indies. He behaved there with the greateſt gallantry, particularly in company with captain Stewart, we believe of the Succeſs frigate, they having attacked three Spaniſh ſhips of war, the ſmalleſt of which was of greater force than the Eltham, and compelled them, after a long action which continued till night, to retire into Porto Rico in a very ſhattered condition. The Eltham was ſoon afterwards ordered to join the ſquadron detached under Mr. Knowles, to attack La Guira, and captain Smith had here a freſh opportunity of acquiring honour, the Eltham, being one of the ſhips particularly diſtinguiſhed on the above unfortunate occaſion, was alſo among thoſe moſt diſabled. Nearly ſeventy of her people were either killed or wounded, a number exceeding that of any ſhip in the ſquadron, in proportion to her ſize and the ſtrength of her crew. The gallantry of captain Smith was very deſervedly rewarded by a promotion to the Burford, as ſucceſſor to captain Luthington, who, as we have already ſhewn, fell in the above unhappy encounter. He did not long ſurvive this advancement, dying on the 18th of April, at Antigua. Other accounts ſtate him to have continued in the Eltham till his death, even the date of which according to them, we do not believe to be perfectly correct, for we find Mr. Knowles, with his refitted ſquadron, to have ſailed from Curaçoa on the fifteenth of March. He reached the keys of Barbarat, near Porto Cavallo, on the fifteenth of April, and was unremittedly occupied in the attempt againſt that place, till the twenty-eighth. Both the Burford and Eltham are particularly ſtated to have been preſent, ſo that if captain Smith actually died at the time ſtated, he muſt have obtained leave of abſence from his ſhip, which it is not improbable might be the caſe, on account of ill health.

STRANGE, Edward,—was, on the 24th of February 1739, appointed captain of the Chatham, a fourth rate of fifty guns. He continued in the ſame command for two or three years, and about 1742 we believe him to have ſailed for the Mediterranean, where he ſoon afterwards removed into the Nonſuch, a ſhip of the ſame rate and force. He was preſent at the encounter with the

French and Spaniſh fleets off Toulon, but, with 5 other 50 gun-ſhips, which compoſed a part of the Britiſh armament, were ſtationed to windward of the line as a reſerve, and conſequently were none of them engaged, the Chatham excepted. In 1745 he commanded a ſmall flying ſquadron of light ſhips, ordered to cruiſe off the coaſt of Spain, an employment in which he met with ſome ſucceſs. We have no ſubſequent information of his ſervices, nor indeed have we been able to collect any other particulars concerning him, except that, in the year 1755, he was put on the ſuperannuated liſt with the rank and half-pay of a rear-admiral. He did not long ſurvive his retirement, dying on the 24th of December in the enſuing year.

TOWNSHEND, Honourable George *, —was the

* The patriarch of this noble family (which is undoubtedly of great antiquity in the county of Norfolk) was Lodovic, a noble Norman, who coming into England in Henry the Firſt's reign, aſſumed the ſurname of Townſhend, and took to wife Elizabeth, the daughter and heir of ſir Thomas de Havile, in whoſe right he became poſſeſſed of the manor of Havile, in Rainham, where his poſterity have ever ſince continued to have their principal reſidence. The family of Huvile, or de Hautville, (de Alta Villa, as it is called in old deeds) was of Norman extraction, as their name ſufficiently evidences; and ſettling in Norfolk, became poſſeſſed of a very conſiderable inheritance, which thus came by marriage to the family of Townſhend. This Lodovic de Townſhend, lord of Raineham in right of his wife, had by her Walter de Townſhend his ſucceſſor, who took to wife Maud, daughter of ſir Walter de Scogan, knight, a family of good account in Norfolk, and had iſſue Roger de Townſhend, who, by his wife Catharine, daughter of John Atherton, of the county of Suſſex, eſq. was father to ſir Thomas de Townſhend, knight, and to Catharine, the wife of Charles Backney, of Sperham, in Norfolk, eſq. The ſaid ſir Thomas married Eſeanor, daughter of William Paine, of the county of Norfolk, eſq. and departing this life, was interred in the eaſt part of the church of the White Friers, or our Lady of Mount Carmel, near Fleet-ſtreet.

His ſon and heir, ſir Roger Townſhend, knight, was wedded to Eleanor, daughter of ſir Thomas Gigges, of Rolleſby, in com. Norf. and had iſſue John, his ſon and heir, who, by his laſt will, dated at Raynham, St. Mary, A. D. 1465, orders his body to be buried in the pariſh church of Raynham, in the middle of the body of the church, before the image of the Crucifix of our Lord; which was accordingly done, and the following memorial of him raiſed.

Orate pro Anima Johannis Townſhend, filii
Rogeri & Elinore, qui obiit 1111 die Octobris,
Ann. Dom. M.CCCC.LXV.

eldeſt

eldeſt ſon of Charles, 2nd lord viſc. Townſend, by his 2nd lady Dorothy, daughter of Robert Walpole, of Houghton in the county of Norfolk, eſq. and ſiſter to ſir Robert Walpole, knight of the garter, better known by his ſubſequent title of earl of Orford. Mr. Townſhend having made choice of a naval life, was, on the 30th of January 1739, appointed captain of the Tartar pink. He continued in this veſſel till the year 1741; ſoon after which we believe him to have been promoted to command the Bedford, of ſeventy guns, which we find one of the ſquadron ſent out, under commodore Leſtock, to reinforce Mr. Haddock in the Mediterranean. He continued on this ſtation till the year 1746. Though in that interval nothing very highly memorable is recorded of him, yet ſeveral ſmall occurrences preſent themſelves to us in which Mr. Townſhend certainly acquired the higheſt honour. He was preſent at the encounter with the French and Spaniſh fleets off Toulon, an occaſion on which he behaved with the greateſt ſpirit and gallantry; his conduct was accordingly particularly noticed by Mr. Mathews. In the month of October 1745, he was detached by admiral Rowley with a ſmall diviſion, of which he was ſenior or commanding officer, to bombard Baſtia, in the iſland of Corſica, then under the dominion of the Genoeſe. Captain Townſhend conducted this ſervice with ſo much adroitneſs, ſpirit, and general good conduct, that the governor was obliged to abandon the garriſon, which was immediately afterwards ſurrendered to the natives. Having returned to England in the courſe of the following year, he was, as it is ſaid, appointed, in 1747, to command a ſquadron ordered for the Weſt Indies; but of this event there is little or no hiſtorical trace, notwithſtanding Collins, in his account of him, ſtates, as a collateral circumſtance, that, in 1747, he captured a large fleet of French merchant-ſhips.

We rather believe the heraldic author, who is, generally ſpeaking, very correct, to have confounded this gentleman with admiral Iſaac Townſhend, who, about a year or two preceding this time, met with a ſtroke of good fortune much reſembling what is allotted to this gentleman. We know nothing farther of him till the year 1755, when he was advanced, on the 4th of February, to be rear-admiral

of the white, and appointed commander-in-chief on the Jamaica ſtation, but have no ſubſequent account of him except what relates to his ſeveral promotions, which were to the rank of vice-admiral of the white in 1758, vice-admiral of the red in 1759, and admiral of the blue in 1765. "Collins has erroneouſly ſtated him to have died in the year 1762, being then fifty-four years old. This is certainly a miſtake, but probably merely typographical, his father not having married the lady Dorothy, his mother, till the month of July 1713. The ſtatement of his age is moſt probably exact, but that of his death is more correctly ſtated by Hardy, to have happened in the month of Auguſt 1769.

WYNNEL, or WINNEL, John,—was, on the 14th of June 1739, appointed captain of the Aſſiſtance. So immaterial were his appointments, that no other mention is made of him except that, in 1755, he was put on the ſuperannuated liſt with the rank and half-pay of a rear-admiral. The time of his death is not preciſely known, but is ſaid to have happened in the month of June 1759.

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